

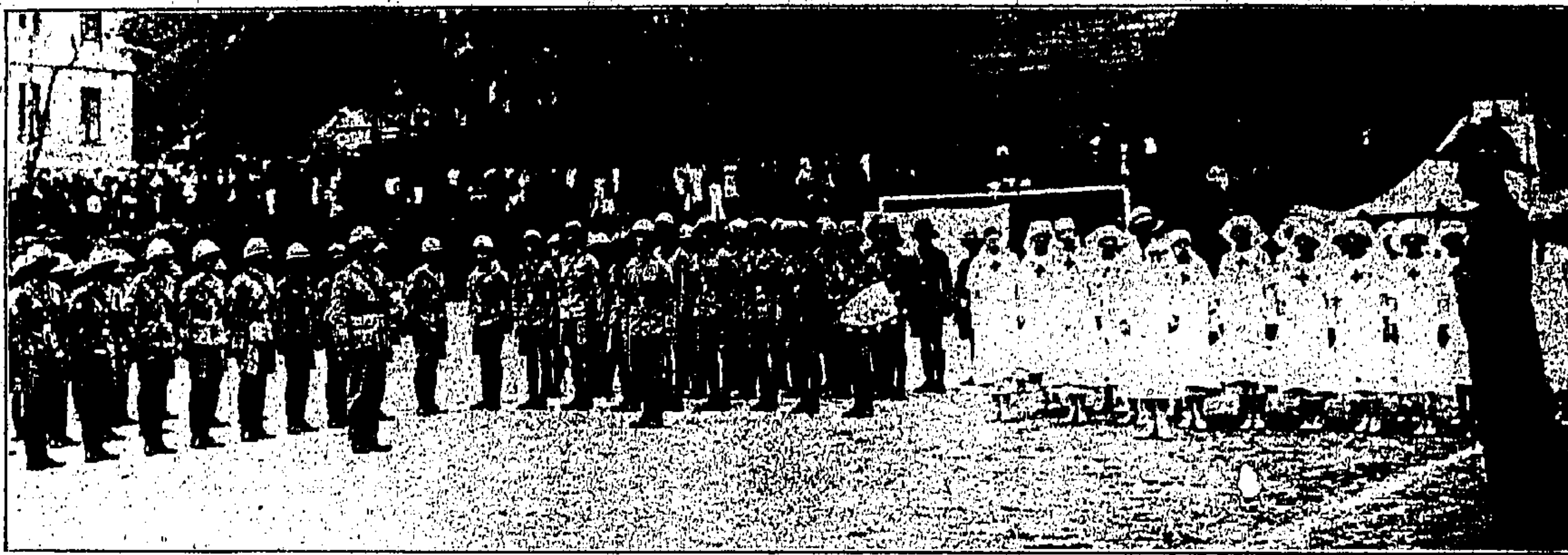
LOCAL PICTURES.



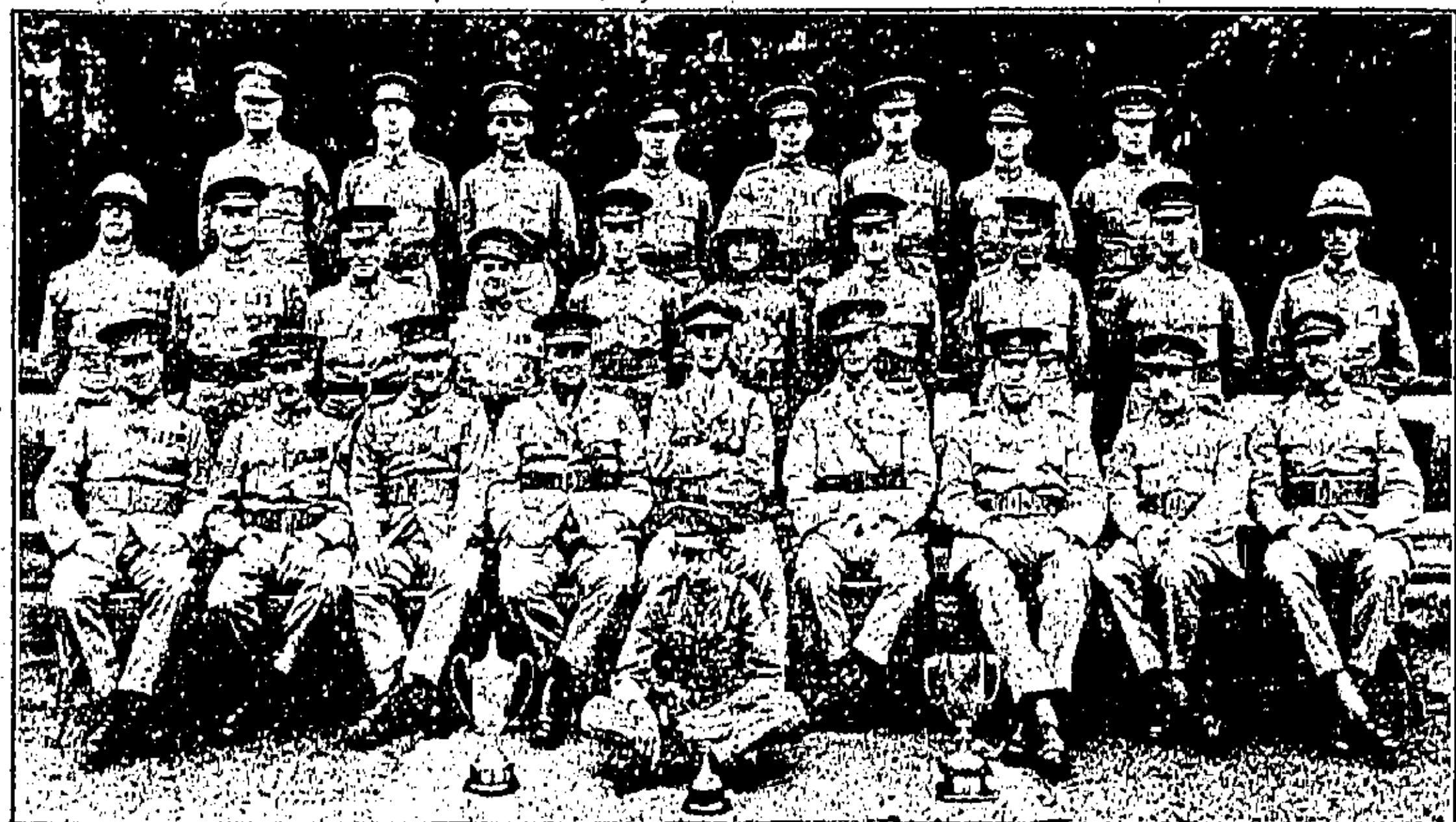
H. E. the Governor (Sir Cecil Clementi) inspecting one of the Divisions of the Hongkong Corps of the St. John Ambulance Brigade on the occasion of the annual inspection which took place on Wednesday, on the Murray Parade Ground. (Photo: Ming Yuen).



At Wednesday's inspection of the Hongkong Corps of the St. John Ambulance Brigade, H. E. the Governor formally invested officers and men with various decorations and medals. (Photo: Ming Yuen).



His Excellency the Governor addressing the various units of the Hongkong Corps of the St. John Ambulance Brigade at Wednesday's ceremony. (Photo: Ming Yuen).



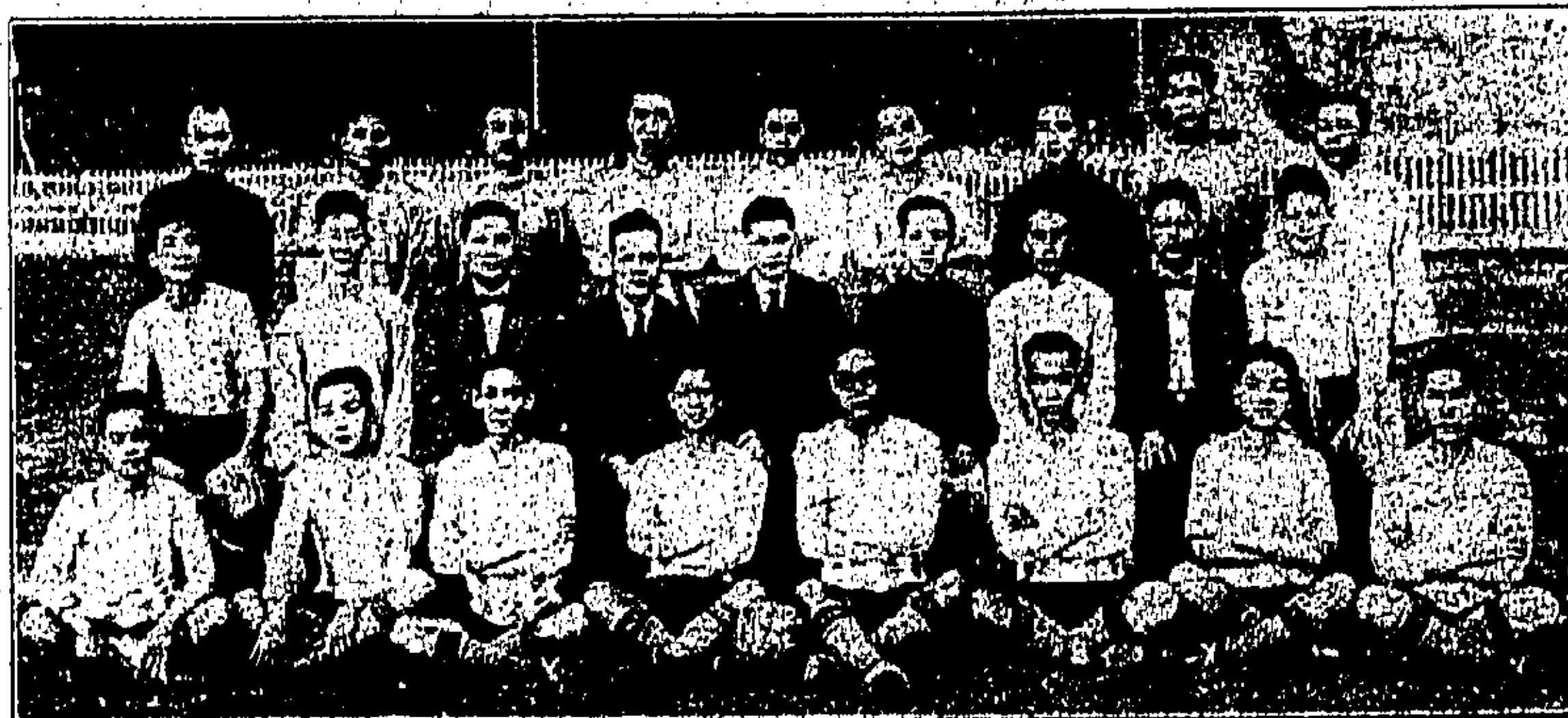
Engineer Company of the Hongkong Volunteer Defence Corps, winners of the Corps Reconnaissance Cup, the Kirkpatrick Cup, and Corps Championship Challenge Cup. (Photo: Ming Yuen).



Viscount Willingdon, the head of the British Exor Indemnity Commission to China, which is at present meeting in Shanghai, and which will shortly visit Hongkong and Canton.

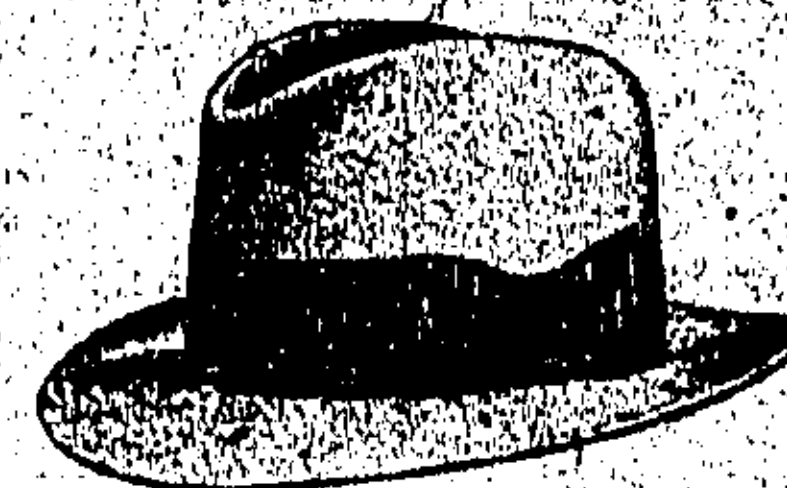


Hon. Police Commissioner E. Sykes, of New York, with his wife and daughter, photographed with the Hon. Mr. E.D.C. Wolfe, Hongkong's C.S.P., and Sub-Inspector Dorling. The visitors were amongst the world tourists on the s.s. Laconia.



The recently-formed Dairy Farm Co.'s football team, photographed on the Kowloon Football Club's ground. (Photo: Mee Cheung).

HENRY HEATH



Finest fur felt, adaptable to any shape of brim, bound or raw edge, in shades of grey and fawn.

(WE ALLOW 10% DISCOUNT FOR CASH.)

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MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)
WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver
Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts Heath Sextants, Night Glasses etc.,
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We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established ... 1855.

EASTER SPECIALS

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EASTER EGGS

NOW ON SHOW

Book Your Order
Early For

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Famous

HOT CROSS BUNS



CAFE WISEMAN

Lane, Crawford, Limited.

E. HING & CO.

SHIPBUILDING MATERIALS SHIP OHANDLERS
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116, WING WOO ST.
TEL. 25. Central.

WHITEAWAY'S



"LINNENE"
OF
WORLD WIDE
REPUTATION

This super-quality
fabric has always
been very popular,
and the demand is
increasing.

"LINNENE" has a soft silky finish which adds
greatly to its draping qualities. It wears well and
washes well, and is an ideal material for ladies' and
children's dresses, overalls etc. Colours—White,
Cream, Blues, Mauves, Greens, etc., 38 inches wide.

PRICE \$1.00 PER YARD.

Dress Goods Department.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1418, 1375,
1441, 1444, 1456, 1462

WANTED.

WANTED house on Peak, or Upper Middle level with tennis court. Good rent offered for suitable lease. Apply Small Investor. Telephone 4630. We have houses for disposal, we have houses and land for sale.

PREMISES TO LET

TO LET—EUROPEAN RESIDENCES within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms, up-to-date sanitation, electric light, gas, as well as garage, at \$150 upward. These residences, on Mount Davis Road, Pokfulam, face South and are situated in one of the most delightful localities in Hongkong. It is hoped very shortly to provide this neighbourhood with a bus service at popular rates. Apply to Hongkong Land Investment and Agency Co., Ltd.

LARGE Furnished Room, bath room attached, suit married couple or single; also small room with use of sitting room. Good Table with homely English family Terms moderate. Apply Box No. 1472 "Hongkong Telegraph."

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET.—From 1st April to 31st December, furnished, top floor flat of four large rooms with kitchen and gas stove, pantry, store room, bathroom with geyser, etc. Apply W. S. Bailey, 4 Ardmore Bldgs., Kimberly Road, Kowloon.

TWO large rooms excellently situated for offices on the 2nd, and 3rd. Floors of "St. George's" Building, facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

ON or about March 1926 whole flat of spacious suite of offices in the "French Building" ex "Victoria Building" No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine Chater Road.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING" opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

LOST SURRENDERED BILLS OF LADING.

Surrendered Bills of Lading for a.s. "Kibi Maru No. 15" arrived Canton on 31/1/26 from Kobe Nos. 23 and 30 (each covering 5 cases, Cotton Piece Goods)
a.s. "Fukusei Maru" arrived Canton on 28/2/26 from Keelung Nos. 1 and 2 (covering Keelung Coal)
a.s. "Unkai Maru No. 5" arrived Canton on 28/2/26 from Kobe No. A.6 (covering 12 cases Brass Sheets) No. A.7 (covering 10 cases Copper Sheets)

having been lost, we hereby give notice that the abovementioned Bills of Lading have been cancelled, and that we have duly delivered the goods to the Receivers. Anyone found the lost Bills of Lading kindly return them to the Owners Agents, the YAMASHITA KISEN KAI-KU, Hongkong, 23rd March, 1926.

FOR SALE.

On the instructions of the Public Trustee of England the undersigned have been authorised to negotiate for the sale of the following properties:

- 67/73 (Odd Numbers) Queen's Road, Central, on Portion of Marine Lot No. 14.
- 1/81 (Odd Numbers) Pottenger Street on Portion of Marine Lot No. 14.
- 2/82 (Even Numbers) Chinese Street on Portion of Marine Lot No. 14.
- 60/70 (Even Numbers) Des Vaux Road, Central on Portion of Marine Lot No. 14.
- 156/180 Praya East on Marine Lot No. 196.

- 31,167 Square feet of Land being The Reclamation to Marine Lot No. 196.
- 15, 16 and 17, Connaught Road, Central on Marine Lot No. 367.
- 18/23 (Running Numbers) Connaught Road, Central on Marine Lot No. 368.

- 35, Connaught Road, Central on Marine Lot No. 379.
- 37A, 37B, 38, 38A, 39 and 40 Connaught Road, Central on Portion of Marine Lot No. 381.
- Stephens Building situate on Portion of Marine Lot No. 381.

- 7, Robinson Road on Inland Lot No. 713.
- 9, Shelly Street on Section E of Inland Lot No. 119.
- 44, Bonham Road on Portion of Section A of Inland Lot No. 591.

- 45, Bonham Road on Portion of Section A of Inland Lot No. 591.
- 4, Peak Road on Remaining Portion of Inland Lot No. 648.
- 9, Mountain View, The Peak, on Section A of Rural Building Lot No. 60.

- 10, Mountain View, The Peak, on Section I of Rural Building Lot No. 60.
- 5, Stewart Terrace, The Peak, on Section E of Rural Building Lot No. 9.

- 1 and 2, "Dilkusha" situate on Section A of Kowloon Inland Lot No. 539.
- 52,453 Square feet of land being Kowloon Inland Lot No. 538.

- 225 and 237 Shanghai Street, Yau-mat, on Portion of the Remaining Portion of Section B of Kowloon Marine Lot No. 29.
- 132, 134 and 136 Reclamation Street, Yau-mat, on Portion of the Remaining Portion of Section B of Marine Lot No. 29.

- 162/180 (Even Numbers) Reclamation Street, Yau-mat, on Kowloon Inland Lot No. 574.
- 182/200 (Even Numbers) Reclamation Street, Yau-mat, on Kowloon Inland Lot No. 712.

- 202/220 (Even Numbers) Reclamation Street, Yau-mat, on Kowloon Inland Lot No. 878.
- 2,375 Square feet of land being Kowloon Inland Lot No. 422.

- 439, 441 and 443, Shanghai Street, Yau-mat, on Kowloon Inland Lot No. 1518.
- 531/583 (Odd Numbers) Shanghai Street, Yau-mat, on Kowloon Inland Lot No. 1102.

- 647, 649 and 651, Shanghai Street, Yau-mat, on Portion of Kowloon Inland Lot No. 1081.
- 6,793 Square feet of land being Portion of Kowloon Inland Lot No. 1081.

- For further particulars apply to MESSRS. DEACONS, Solicitors, 1, Des Vaux Road, Central.

- FOR SALE.—Child's perambulator. Owner leaving Colony. Apply Box No. 1479 c/o "Hongkong Telegraph."

- TO BOARDING & PRIVATE HOUSES STOCK-TAKING SALE of Pure Blackberry and Strawberry tins at \$26.00 and \$28.60 per case. Two weeks only. Montgomery, Ollerton and Company, 10, Des Vaux Road, Central, Tel. 4630.

- FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

CHINA SUGAR REFINING COMPANY, LIMITED

NOTICE

The forty-eighth ordinary annual meeting of the shareholders of the above company will be held at the offices of the General Agents, Pottenger Street on Thursday, 22nd April, 1926, at noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1925.

The Transfer Books of the company will be closed from 8th to 22nd April, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD., General Agents, Hongkong, March 26, 1926.

NOTICE

St. Stephen's College Annual Athletic Sports will be held at the Hongkong Football Club Ground, Happy Valley, on Wednesday, March 31st. Old Boys and friends are cordially invited. There will be an Old Boys Race.

THE HONGKONG SOCIETY For the Prevention of Cruelty to Animals.

ANNUAL MEETING.

The Annual Meeting will be held on Monday, 29th March, 1926, in the Board Room of Messrs. Jardine, Matheson & Co., at 5.30 p.m. to pass and adopt the Accounts for 1925 and to elect Officers, etc.

Will anyone willing to join the committee or take office—please send their names to the undersigned.

B. L. FROST, President & Hon. Secretary, Hongkong, March 20, 1926.

FANLING HUNT STEEPCHASES.

EASTER MEETING.

Monday, April 5th, 1926.
Saddling Bell 12 noon
First Race 12.30
Entrance to Enclosure and Covered Stands \$3.00
Motor cars can be parked on the rail opposite the grand stand, \$5.00.
The Masters of the Hunt request the pleasure of the presence of the Ladies at the Races.
Special Express Train to the Races leaves Kowloon at 11.02 a.m. Buses and jitney cars for the Course will meet the train.
Extra lighters for taking cars across Harbour will be provided.
Cash Sweep through tickets can now be obtained from Mr. U. Rumjahn.
Hongkong, March 25, 1926.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Notice is hereby given that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on Monday 29th March 1926, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December 1925.

The Share Register and Transfer Books will be closed from the 23rd to the 29th March 1926 (both days inclusive).

By order of the Board of Directors.

R. M. DYER, Chief Manager, Hongkong, 18th March 1926.

HONGKONG JOCKEY CLUB.

The First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 3rd April, 1926 commencing at 2.30 p.m. The first ball will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each up to Thursday 1st April.

The charge for admission for Ladies to the Members' Enclosure will be \$3. Each member can obtain, upon application to the Secretary, Badges for the admission of 2 Ladies free of charge.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 28th March, 1926, commencing at 2.30 p.m., at No. 4, Glenealy.

A Large Quantity of Valuable Household Furniture.

Also

1 Piano by "Hoof & Co." Berlin.

1 Cabinet Victrola.

A Fine Collection of Selected Records.

And Several Pieces of Blackwood Furniture.

Catalogues will be issued.

On view on Day of Sale.

Terms—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 30th March, 1926, commencing at 5.15 p.m., at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

(Full Particulars from Catalogue.)

On View from Monday, the 29th March, 1926.

Terms—Cash on Delivery.

LAMMERT BROS., Auctioneers.

IN THE SUPREME COURT OF HONGKONG ORIGINAL JURISDICTION.

ACTION NO. 558 OF 1925.

Between: Chan Leung Shi, Chan Ho Shi and Man Kam Lo, executors of the estate of Chan Shek Shan, deceased, plaintiffs,

and Lau Tai, defendant, PARTICULARS AND CONDITIONS OF SALE

Of The VALUABLE LEASEHOLD PROPERTY.

Situate At Kowloon in the Colony of Hongkong and known as

THE REMAINING PORTION OF SUBSECTION 8 OF SECTION C OF KOWLOON INLAND LOT NO. 421.

Together with 3 messages in construction, with the consent and concurrence of the above named Plaintiffs as executors of the mortgagee under an Indenture of Mortgage dated the 3rd day of November, 1924 and made between the said defendant of the one part and the mortgagee of the other part.

To be Sold by Order of the Court made in the above Action.

By PUBLIC AUCTION On WEDNESDAY, the 31st day of March, 1926 at 3 o'clock p.m.

By MESSRS. LAMMERT BROS., Auctioneers.

At their Salesroom No. 5 Duddell Street.

The property consists of: All that piece or parcel of ground situate lying and being at Yau-mat in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 312 together with the messages erections and buildings thereon known as Nos. 23, 30, 32, 34, 36, 38 and 40 Reclamation Street.

The property is held for the unexpired residue of the term of 75 years from the 19th day of December, 1887, created by an Indenture of Crown Lease dated the 24th day of October, 1893, and made between Queen Victoria of the one part and Reuben Meyer Moses of the other part.

Annual Crown Rent about \$64.60. Area about 4,674.08 square feet. For further particulars apply to:

Messrs. LO AND LO, Vendor's Solicitors, or to:

Messrs. LAMMERT BROS., Auctioneers.

Hongkong, March 19, 1926.

RUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

Hongkong, 19th March, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 30th March, 1926, commencing at 11 a.m., at Messrs. Sui Hoong Yuen's Godown, Mongkok, Kowloon, (for account of the concerned).

A Quantity of Motor Vessel Articles.

(stored in the above mentioned godown).

And A Quantity of Motor Car Machinery.

(stored in Messrs. Sui Hoong Yuen's Godown, Cheung Sha Wan, Kowloon).

Terms—As Customary.

LAMMERT BROS., Auctioneers.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION. Action No. 561 of 1925.

Between:—

Chan Leung Shi, Chan Ho Shi, and Man Kam Lo, executors of the estate of Chan Shek Shan deceased, Plaintiffs,

and Luk Teoi Ting and Wong Ching U., Defendants.

PARTICULARS AND CONDITIONS OF SALE of the VALUABLE LEASEHOLD PROPERTY situate at

Yau-mat in the Dependency of Kowloon and Colony of Hongkong, and known as

The Remaining Portion of Kowloon Inland Lot No. 312.

Together with the messages thereon known as Nos. 23, 30, 32, 34, 36, 38 and 40 Reclamation Street, (with the consent and concurrence of the above named Plaintiffs as executors of the mortgagee under an Indenture of Mortgage dated the 12th day of October, 1923, and made between the said defendants of the one part and the Mortgagee of the other part.)

To be sold by Order of the Court made in the above action.

By PUBLIC AUCTION, on WEDNESDAY, the 31st day of March, 1926, at 3 o'clock p.m., by

Messrs. LAMMERT BROS., Auctioneers,

at their salesroom, No. 5 Duddell Street.

The property consists of:—

All that piece or parcel of ground situate lying and being at Yau-mat in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 312 together with the messages erections and buildings thereon known as Nos. 23, 30, 32, 34, 36, 38 and 40 Reclamation Street.

The property is held for the unexpired residue of the term of 75 years from the 19th day of December, 1887, created by an Indenture of Crown Lease dated the 24th day of October, 1893, and made between Queen Victoria of the one part and Reuben Meyer Moses of the other part.

Annual Crown Rent about \$64.60. Area about 4,674.08 square feet. For further particulars apply to:

Messrs. LO AND LO, Vendor's Solicitors, or to:

Messrs. LAMMERT BROS., Auctioneers.

Hongkong, March 19, 1926.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. Y. M. R. DE SOUSA.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

Mr. E. Y. M. R. de Sousa has received instructions to sell by Public Auction,

on MONDAY, the 29th day of March, 1926, at 8 o'clock in the afternoon at the China Auction Rooms, 4, Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property situate at Victoria in the Colony of Hongkong and being Inland Lot No. 193.

IN ONE LOT.

The property consists of the messages or dwelling houses thereon known as No. 4, Wing On Street and No. 3, Gilman Street, and contains an area of 749 sq. ft. or thereabouts. Further particulars and conditions of sale may be obtained from the office of

MESSRS. DEACONS, 1, Des Vaux Road, Central.

Vendors' Solicitors or MR. E. Y. M. R. DE SOUSA, The Auctioneer.

Hongkong, March 19, 1926.

Lammert Bros.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

Monday, the 29th March 1926 commencing at 11 a.m.

at their Sales Room, Duddell St.

A Quantity of Office Furniture comprising:—

Desks, Revolving Chair, Typewriters, Typewriter Table, Filing Cabinet, Counters and Partitions, etc., etc.

also 120 "Keegans" Three-letter Code Books and

A Large Quantity of Miscellaneous Goods

Terms—Cash on Delivery LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

Monday, the 29th March 1926 at 11 a.m.

at their Sales Room, 1 Duddell St. (for account of the concerned)

2 Cases Cigarette Cases 1 Case Aluminium Pots more or less damaged

Terms—Cash on Delivery LAMMERT BROS., Auctioneers.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services 11.15 a.m. Wednesday Evening Meeting 5.30 p.m. Reading Room at above address, open Tuesday and Friday 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m.

Messrs. LO AND LO, Vendor's Solicitors, or to:

Messrs. LAMMERT BROS., Auctioneers.

Hongkong, March 19, 1926.

RUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

Hongkong, 19th March, 1926.

UNCONSIDERED TRIFLES.

A STORY OF THE SALES ROOM.

A little incident which happened in one of the London sales-rooms, not the first of its kind either, will interest those of our readers, says a Home paper, who have somewhat vague ideas as to the value of Chinese porcelain.

It happened at Willis's rooms on Feb. 10. Many miscellaneous things had been sold when Lot 171 was reached, consisting of a pair of Chinese hexagonal yellow vases and covers, an Imari bowl, a green bowl and stand, a red and gilt bowl, egg-shell saucer, a Celadon pot and cover, and two Chinese teapots and covers, which had been sent unheralded from a modest London flat to be cleared.

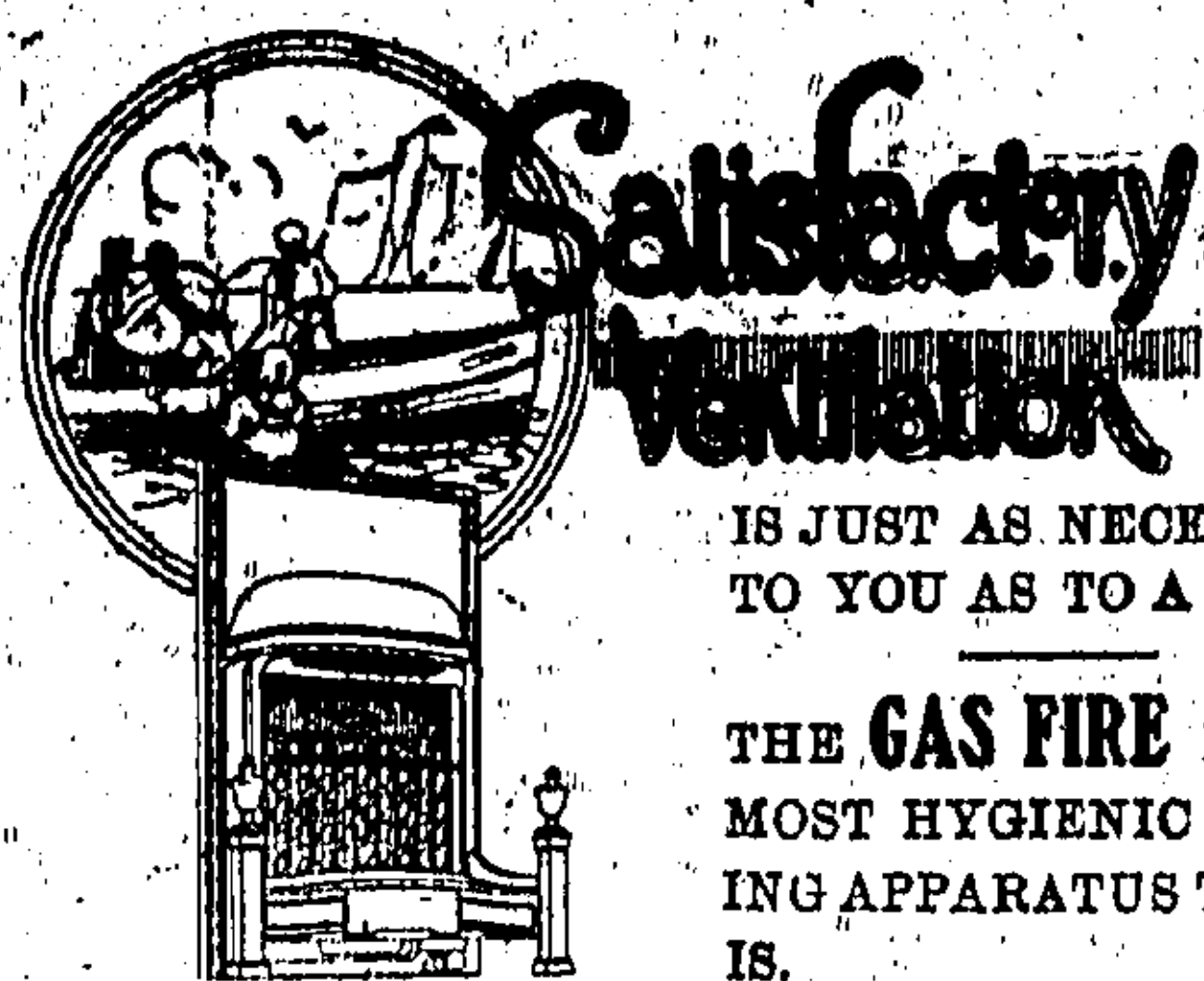
On the view-days the porcelain sleuths furtively espied the vases, and each expert went away hoping that he was the sole discoverer of two rare famille-jaune Kang Hi decorations suitable for any millionaire's glass-case. They all "dropped in," casually about three o'clock, and "What are you doing here?" was a general question.

And jokes were made about Imari and Celadon. But mutual dissimulation soon ended. In a few moves the bidding for the composite lot was at 1,000 gs., and at 1,450 gs. Mr. Alfred de Pinna, a well-known authority on Chinese porcelain, had bidden that wary commissioner, Mr. Charles Huggins. The famille-jaune pair are rather smaller than the two square vases for which Mr. Frank Partridge gave 1,600 gs. in the Paul Roux sale at Christie's on July 4, 1923.

An art expert who saw them before the sale told a reporter: "As soon as I looked at them closely I saw that they were very representative of the Kang Hi period (1601-1721) and altogether most elegant pieces."

The owners had no idea of their value or the chances are they would not have come as they did upon the market. The incident recalls the sensation at Christie's, nearly twenty-two years ago, in the Louis Huth sale, when a beautiful prunus-bloom vase (a present from a rich mandarin to his beloved) fetched 45,900, having been bought in its dark days of exile in Wardour-street as a "ginger-jar for twelve-and-six."

Ely Place, Holborn, is theoretically a part of the county of Cambridgeshire, into which the London police may not go! Even the one public-house there closes at the



IS JUST AS NECESSARY
TO YOU AS TO A DIVER

THE GAS FIRE IS THE
MOST HYGIENIC HEAT-
ING APPARATUS THERE
IS.

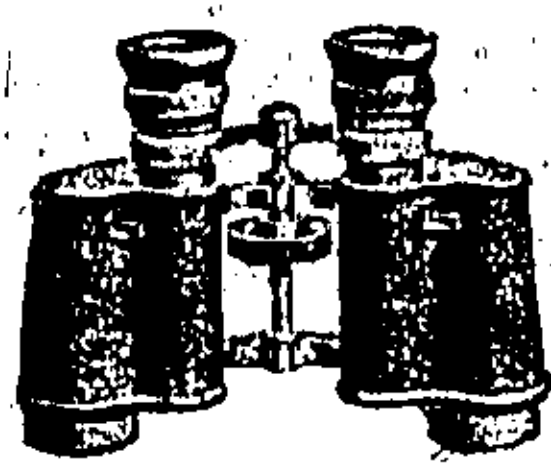
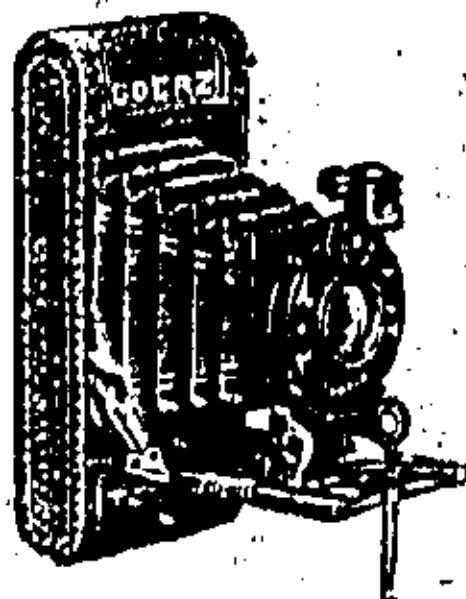
It changes the atmosphere in an
ordinary room six or seven
times an hour

Hongkong and China Gas Co., Ltd.

COME AND INSPECT

The best cameras and binoculars in the WORLD.

GOERZ GOERZ



Specialists For Tourists' Developing
and Printing.

HALL, LAW & Co., Ltd.

PHONE 3217

30-32, DES VOEUX ROAD, C.

CLAIM FOR \$40,000 PER YEAR.

DISPUTE OVER TOBACCO KING'S FORTUNE.

Another stage in a family dispute regarding a piece of property estimated to be worth \$1,000,000, part of the estate of the late Mr. Kan Chiu-nam, managing director of the Nanyang Brothers Tobacco Company, was reached at the Shanghai Mixed Court last week when the Court decided to adjourn the case so that the property may be independently valued and the contents of the petition considered.

The case centres in the claim of a female member of Mr. Kan's family against the widow for a sum of money which will give her an income of \$40,000 a year to enable her to maintain the same social position she occupied when Mr. Kan was alive. Plaintiff alleges that her income during Mr. Kan's life was \$40,000 a year and that the widow had frequently promised to pay her that sum out of the estate but had never kept her promise. At the present time, she states in her petition, she is getting \$300 a month, which is "grossly inadequate and insufficient."

Dr. G. Sollet, who is appearing for the plaintiff, cross-examined the defendant, Kan Pan-so and brought out the fact that the late Mr. Kan was a big philanthropist and made big donations to charity. Defendant stated that both plaintiff and another female member of the family received \$50,000 worth of shares on the Nanyang Brothers company, and a similar amount was promised to a third female member but after Mr. Kan's death she became a nun. Defendant said that the household expenses were \$1,500 a month, which included clothing, etc. She declined to reveal how much her own private fortune was, an act which was supported by the Court.

The property involved is part of the \$7,000,000 fortune left by the late Mr. Kan. The property is situated in Sinza Road and measures about 60 mow.

EXTORTIONATE INTEREST.

JUDGE DISALLOWS "ABOMINABLE" BARGAIN

Interest at the rate of more than two thousand per cent was said to have been charged in a case which came before Judge Cluer recently at Shoreditch County Court.

Lewis Vangeliden, of Manor Road, Stoke Newington, N., a moneylender, sued Albert Cussens and Mary Jane Cussens, his wife, of Hackney, to recover £7 due on a promissory note. He said he lent £5, to be repaid at 10s. a week.

Judge Cluer (looking at the promissory note): I see that there is £2 interest on £5 in one week, £104 interest on £5 in one year; would anyone like to tell me if that is not 2,000 per cent? It is an unconscionable and abominable thing.

Mrs. Cussens, who had signed the note with a cross, stated that she could not read or write, and she said she did not borrow £5, but £3 12s.

Judge Cluer: The next time you borrow from a moneylender have a cheque, so that I can see how much it was. These people do not like cheques, because they cost twopence. Anybody would say that the oath of a decent-looking Englishwoman is better than that of a moneylender. I will make this £3 12s. with interest.

Judgment was then entered for £4 6s. 6d., to be paid at the rate of 2s. 6s. a month.

Budapest, Feb. 4.—As a result of efforts to reduce her weight in order to please the man of her choice, a Hungarian woman died in a hospital here to-day. Mme. S., the wife of a prominent bank director, fell in love with another banker. She was not at all slender, and learned that the banker favoured slim modern figures. On the advice of a friend, she took regular doses of monkey thyroid gland extract, which is supposed to reduce weight. Mme. S. rapidly became slimmer, but her vitality was so lowered that it resulted in her death.

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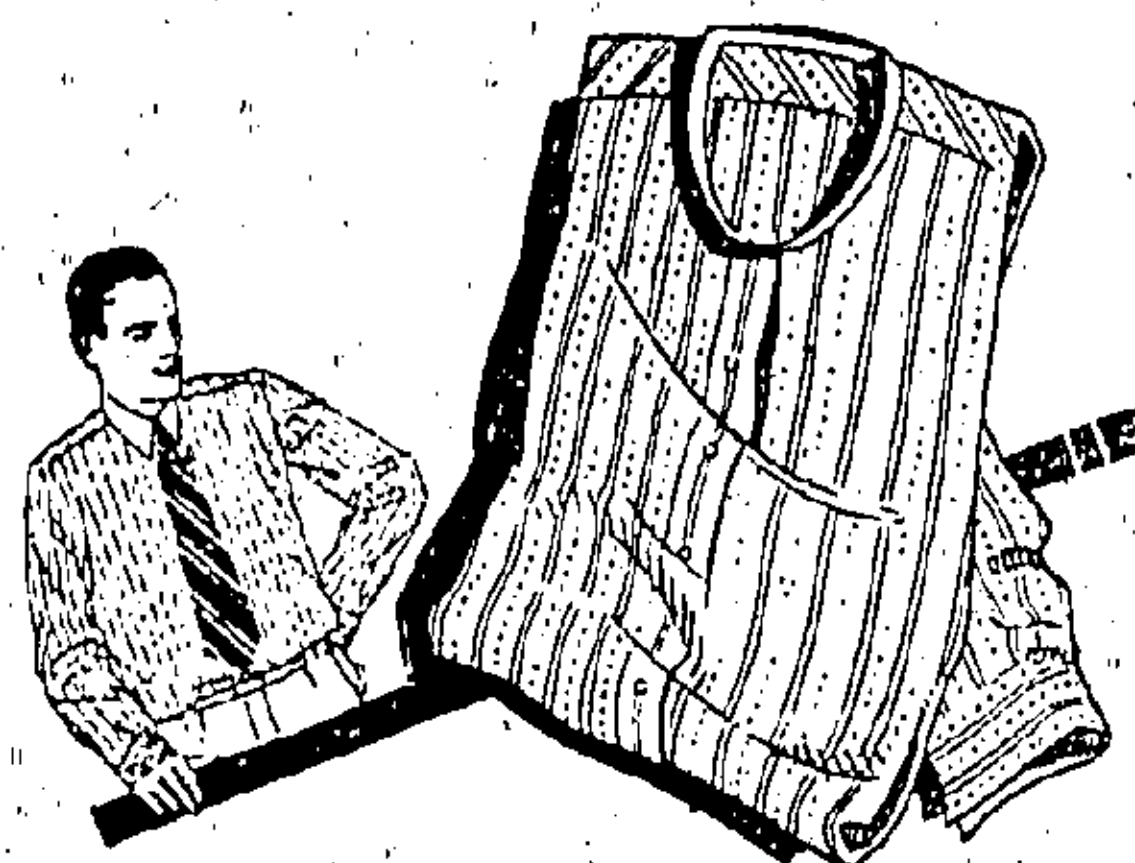
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A CANCELLED BROADCAST.

AUTHOR'S DISPUTE WITH B.B.C.

"To-night's broadcast of excerpts from 'Mr. Abdulla' is cancelled.—B.B.C. Official."

This announcement, issued on a recent afternoon, was the sequel to a dispute which has arisen between the B.B.C. and Captain Berkeley, author of "Mr. Abdulla."

The cast who were to act the excerpts were actually assembled for a rehearsal.

Captain Berkeley had written for the B.B.C. the one-act play "The Quest of Elizabeth," which was broadcast from 21.0.

END CUT OUT.

"I happened to be listening in," he said, "and was amazed to hear that the end had been cut. The saving of time was half a minute, but the effect was to render the play meaningless."

"The Quest of Elizabeth" was specially written for the B.B.C., and after the script had been approved I took their word for it that that was to be the final text. They had plenty of time to notify me of any further cuts or alterations."

"I wrote to them a letter, which they would receive by post this morning, demanding an Apology. Undertaking not to alter my work without my consent, and Rebroadcasting of the play as originally approved."

"I also suggested the appointment of a committee, with a man like the Bishop of London presiding, to determine what was the legitimate use of broadcasting. I asked for a reply by 12.30 to-day."

"When I arrived at the theatre I found the company ready to go to the B.B.C. studio."

"As no reply to my letter had been received by the hour stipulated, my manager telephoned, and was told that they could not give an undertaking not to alter my plays unless with my consent. I therefore decided that there should be no broadcast of 'Mr. Abdulla.'"

Captain Berkeley said his action was a protest on behalf of every author against the claim of the B.B.C. to rights of censorship without the author's consent. The B.B.C. attitude is explained in a communication, in which they say that they have been requested "to surrender those functions of censorship which the company consider vital and imperative in the interest of the service and of listeners."

"As a matter of principle," the statement continues, "the B.B.C. could not agree to this course, and decided, therefore, to cancel the proposed excerpts."

SINGAPORE SCHEME.

THE EFFECT OF THE BATTLESHIP.

Will the continued existence of the battleship have an effect on the Singapore scheme? asks a Home writer. Recent events point that way. Our Admiralty is not showing any remarkable enthusiasm for building great capital ships, the accommodation of which is, of course, the reason for the Singapore scheme. It has never yet been contended that Singapore is an ideal place for such a base, but it certainly is the only possible one while the Washington Pact remains in force. We are precluded from adding to the fortifications or to the dockyard accommodation of Hongkong and in any case Hongkong as a defence to the shores of Australia to India would be an absurd proposition. The Singapore scheme, therefore, stands or falls by the continued existence of the capital ship. Some people take it for granted that the creation of a great naval base at Singapore is likely to cause bad feeling between Japan and this country, but a little consideration of the subject would show to those armchair critics what is well known to any naval man that in a war between this country and Japan, Singapore as a base would be less valuable than Hongkong, as our ships, which presumably would have to do so at anything up to two thousand miles. From Singapore to Hongkong is 1,430 miles alone.

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HEAVY PENALTIES UNDER LORD CARSON'S BILL.

Terms of a Bill, backed by Lord Carson, and imposing drastic restrictions on the activities of moneylenders, were officially issued recently.

It is similar to the Bill which he introduced last Session, and which the Government was unable to find time to deal with.

The Bill provides that every moneylender shall take out a license, costing £15, and that this license must be in his own name, or that of his firm.

If a moneylender has no license, or trades under a name in which he is not licensed, he shall be liable to a penalty of £100.

A second offence shall further make him liable to three months' imprisonment, or if the offender be a company, a penalty of £500.

These licenses will not be granted to those who are not of good character, and convictions for the offences quoted above shall be a good reason for withholding a license.

Advertising in newspapers or the sending out of circulars, save in response to a written request, is prohibited, and "touting" is also barred.

To do so is punishable by three months' imprisonment and a fine of £100.

In no circumstances is compound interest to be charged, and bankruptcy proceedings shall not be commenced except after an order of the Court has been ignored by the debtor.

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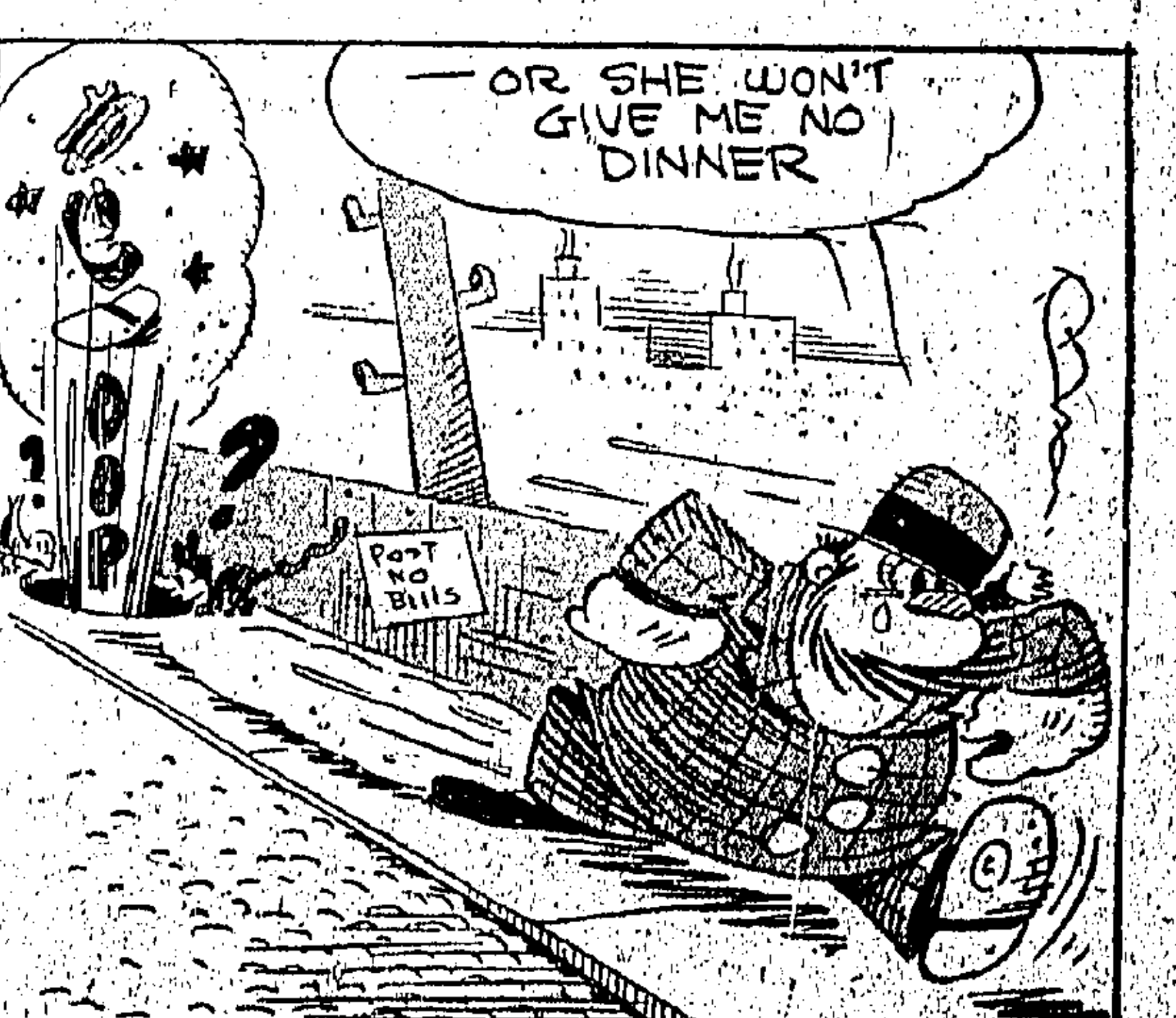
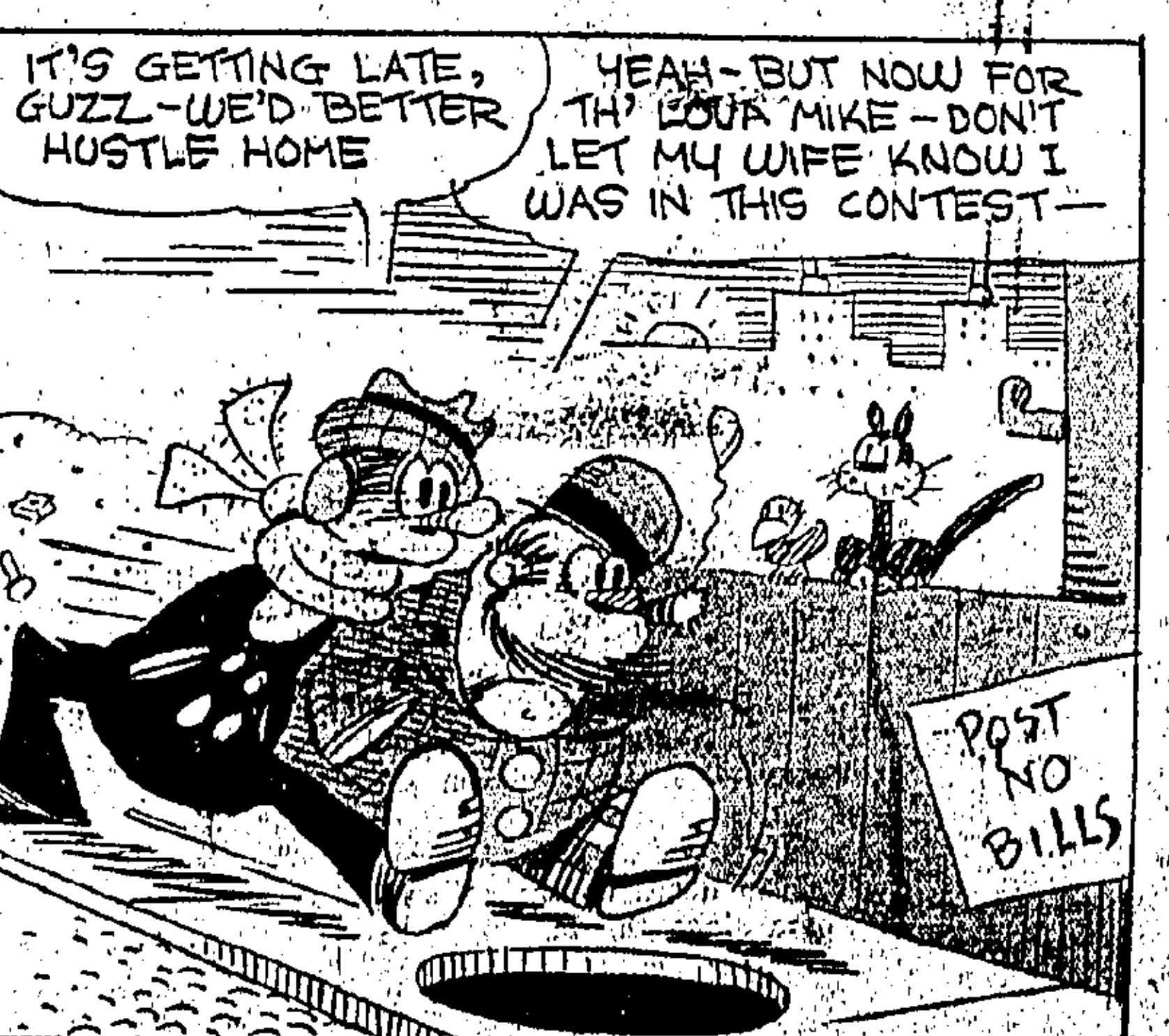
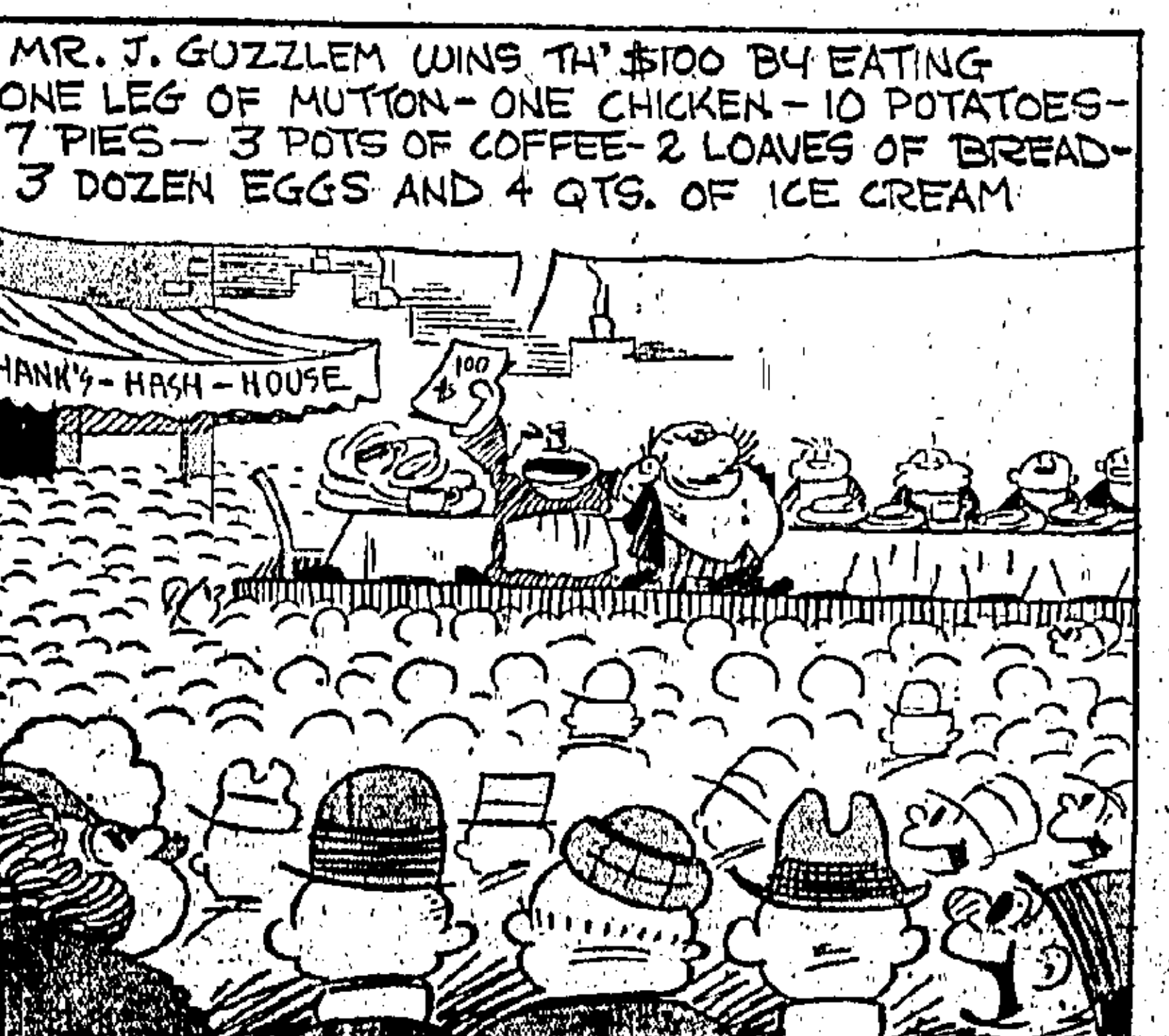
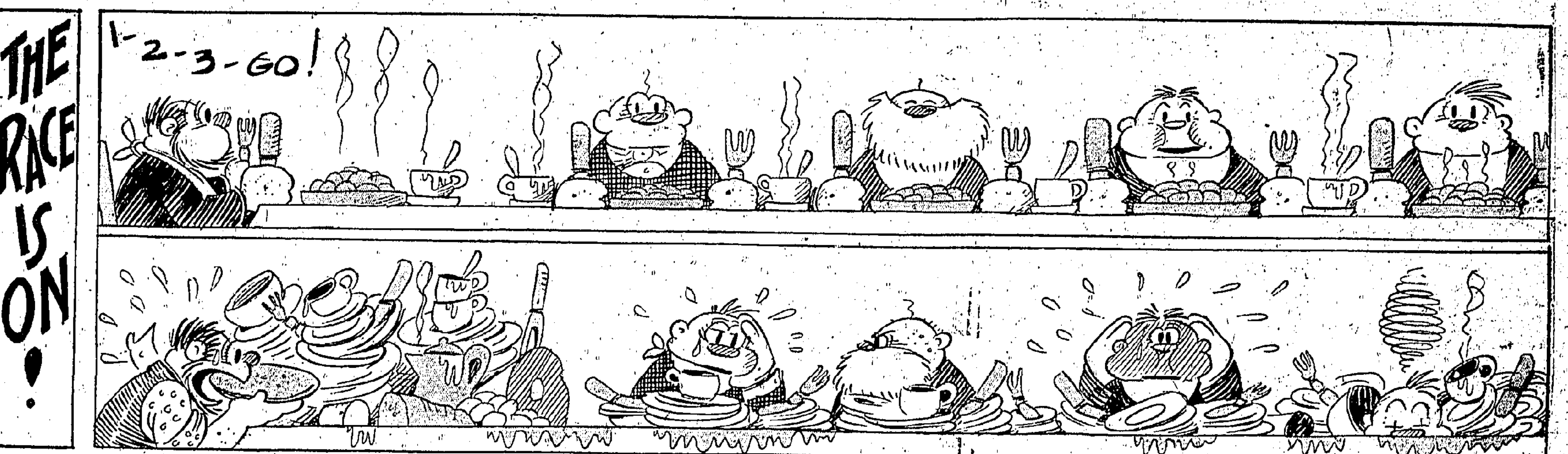
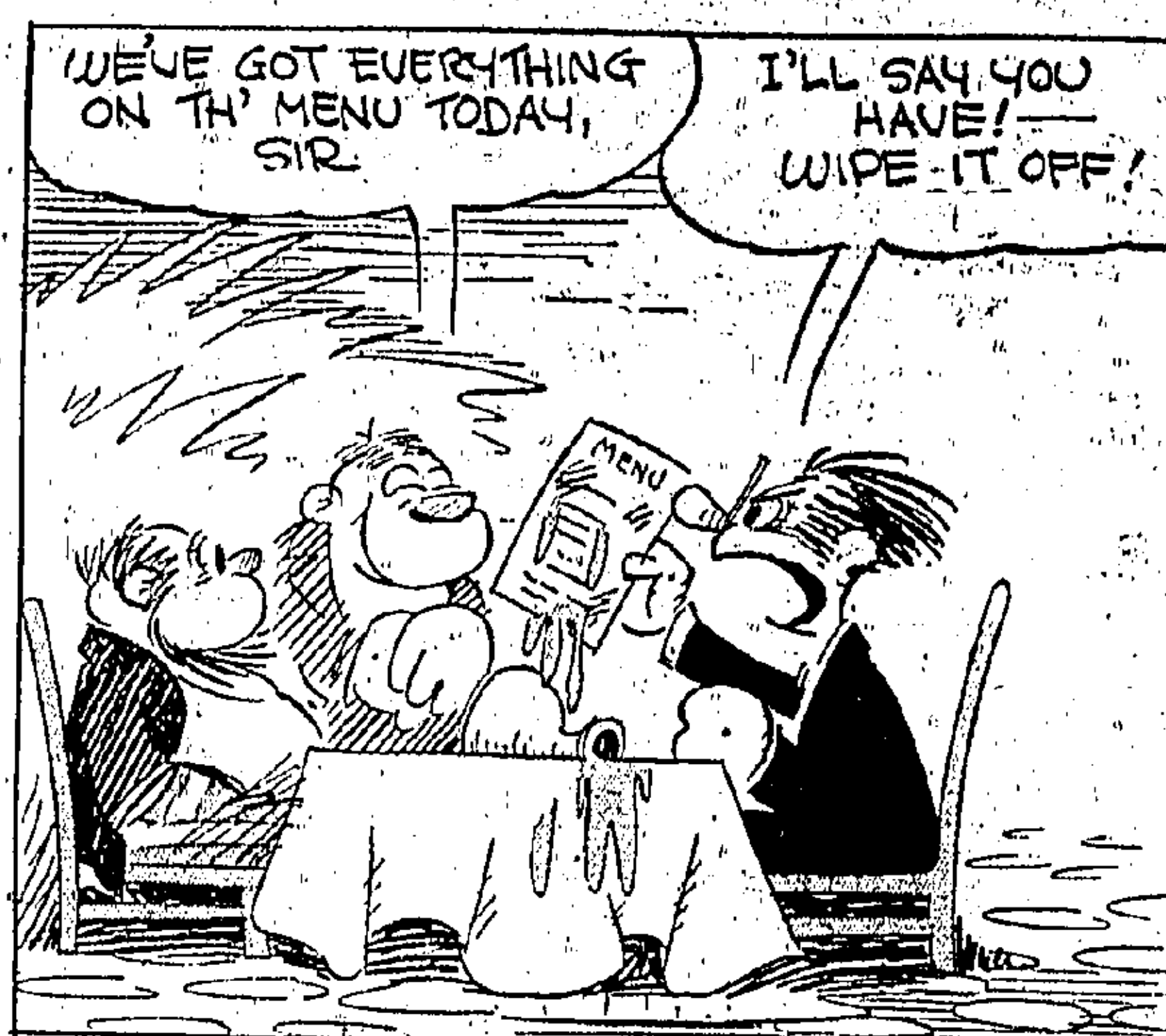
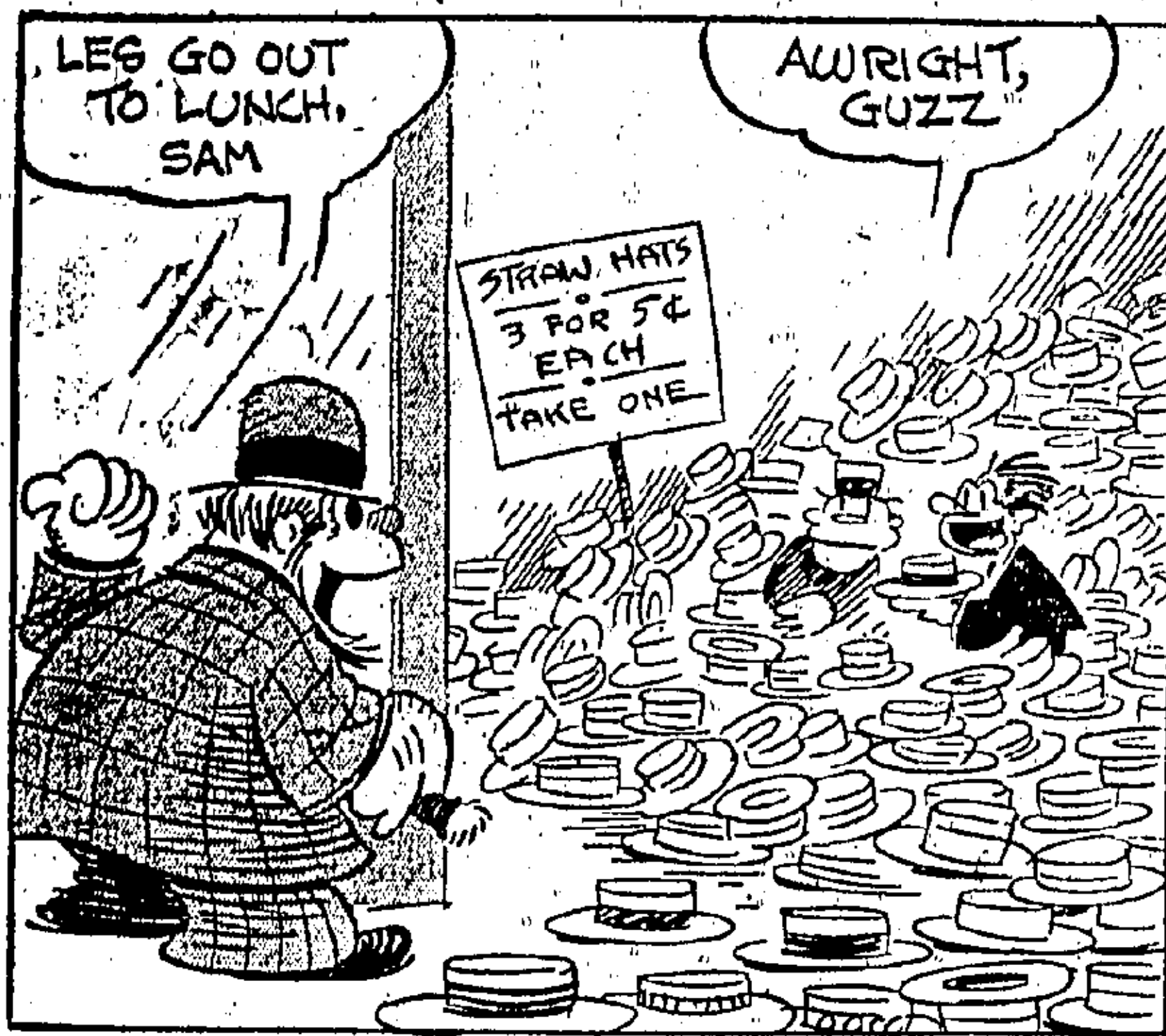
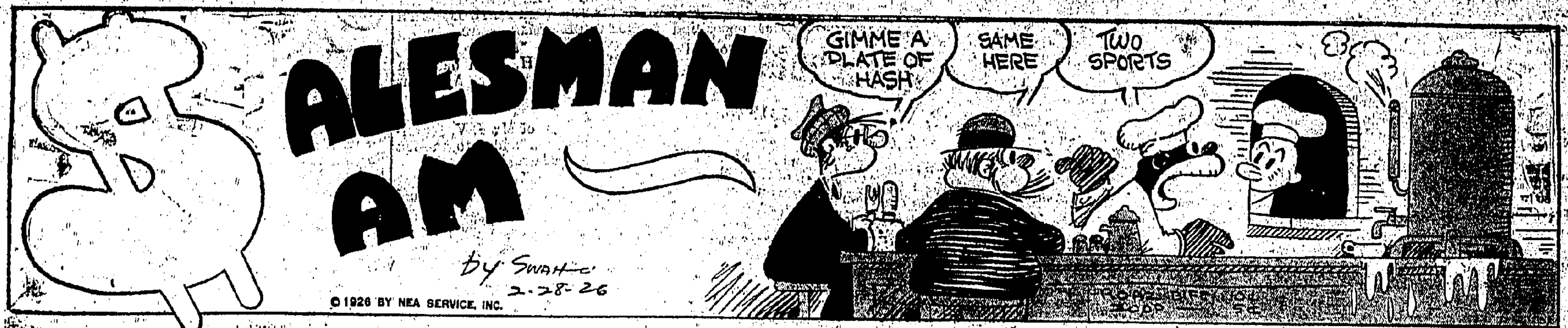
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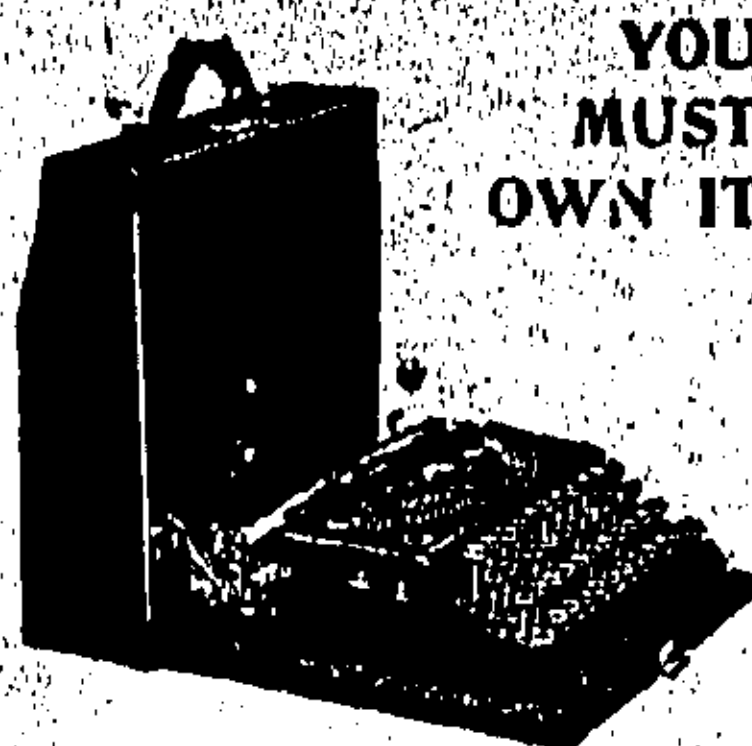
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DEATH.

TAGGART.—On 26th. March, 1926, at sea, Lillian M. Taggart. Funeral at the Roman Catholic Cemetery at 5 p.m. to-morrow, Sunday.

The Telegraph.

SATURDAY, MARCH 27, 1926.

HONGKONG AND CANTON.

There cannot fail to be any thing but pleasure here at the announcement which was made by His Excellency the Governor at Thursday night's meeting of the Hongkong General Chamber of Commerce that the Canton Government had intimated its willingness to nominate three of its leading officials to meet three officials of the Hongkong Government in a preliminary conference on the subject of terminating the regrettable strike and boycott which has estranged Canton and Hongkong ever since the early part of July last. At this juncture, when these newly-opened negotiations are hardly out of the tentative stage and when it is better to leave the whole field to be explored by the negotiators free from partisan comment, we do not propose to touch upon the many pros and cons which must obviously be argued. It will be time enough to express an opinion when we learn more of the actual negotiations, and we sincerely trust that some lasting and amicable settlement will be arrived at so that Hongkong and Canton can once more take up their natural functions of mutual self-help and co-operation. His Excellency the Governor put the matter very well when he said that no arbitrary human efforts could possibly change the immutable fact of nature that Hongkong was the deep sea port of Canton and that nature herself dictated that there should be the closest and most intimate and friendly co-operation between the two ports. Some way out of the present impasse will have to be found, and we have faith that the negotiations just opened will result in showing that way.

Our belief lies largely in the fact that the Government of Canton has at last recognised that it is its duty and function as a government to adopt a responsible role in the matter. No executive administration of any

territory can say that great disputes between the people under its control do not concern it. Canton cannot be the home of active strike organisations functioning in direct opposition to what would be the normal commercial life of the city without the Government being involved, if not as a principal in the dispute, then as an administrative body which has assumed responsibilities of government. In every civilised country the Government must take cognisance of all that conflicts with communal well-being. In England, the Government, even at this moment, is rightly taking a leading part in negotiations between the coal owners and the coal miners in order to avert a miners' strike which would interfere with the well-being of other sections of the community. The Hongkong Government's stand is on the same ethical level; it was never party to any dispute, but it has a vital concern to set wrong things right. And that was why it offered and still offers an official delegation, provided the Government of Canton assumes a comparable attitude of responsibility. The good sense and judgment of those in control at Canton has, apparently, brought them to realise this principle, and so long as that realisation is acted upon there can never be anything very much wrong between the two ports whose mutual interests are so closely interwoven.

Fire Brigade Reform.

A further plea for the reorganisation of the Fire Brigade was made at the shareholders meeting of the Hongkong Fire Insurance Co., Ltd., yesterday, when the Chairman spoke of the "lamentable lack of European firemen to support the efforts of the Superintendent" at the recent Hongkong Hotel fire. He rightly described this as a most serious deficiency, and it is one which the Colony generally will hope to see remedied in the near future. In such a matter as the personnel of our fire-fighting services, makeshift arrangements are useless, and for that reason we trust that when this question of the European strength of the Brigade comes up for serious decision, there will be something more done than merely to allocate certain of the police for special fire duty in the event of emergencies occurring. The fact might just as well be faced that Hongkong is a big city, with all a city's risks of serious outbreaks, and eventually, if not now, it must have a far larger number of Europeans in its fire-fighting service than it has at the present moment. We have reached a point when to tinker with this aspect of the question is the height of absurdity. There is need, also, for considerable reform in other directions, especially in making the Superintendent the real and not merely the nominal head of the Brigade. The direction of a fire-fighting service is an expert job, requiring technical knowledge, and we are convinced that this Colony will never get the best result from the Brigade until that fact is officially acknowledged.

ST. GEORGE'S SOCIETY.

THE ANNUAL REPORT.

The annual report of the Committee of the Hongkong St. George's Society, to be presented at the annual meeting in the City Hall on April 9th, at 5.30 p.m., states:

The cash balance in hand stands at \$476.58 and in addition, the sum of \$8,000 is on fixed deposit. During the year, numerous calls have been made on the Society for assistance and grants to the sum of \$2,016.23 have been given.

On St. George's Day, a wreath was laid on the Cenotaph and later a tiffin held at the Hongkong Hotel.

During the year eleven new members joined the Society. Your Committee deeply regret to record the death of the following members since the last report:—Hon. Mr. C. Montague Ede, Mr. W. Petley, Mr. M. J. D. Stephens and Mr. W. J. Wilkinson; and extend sincere sympathy to their relations.

DAY BY DAY.

COWARDS DIE MANY TIMES BEFORE THEIR DEATHS: THE VALLANT NEVER TASTE OF DEATH BUT ONCE.—Shakespeare.

Mr. L. V. H. Booth has been appointed to act as Assistant Harbour Master.

The name of Mr. J. V. Guerin has been added to the list of authorised architects.

On Monday evening, the usual fortnightly whist drive of the Garrison Sergeants' Mess will be held.

The Land Office at Ping Shan has been appointed a place where a magistrate may sit to hear and try complaints.

The "Quaints" are giving a farewell performance of "No, No, Nanette" at the Star Theatre to-morrow evening.

The forty-eighth ordinary annual meeting of the China Sugar Refining Co., Ltd., is advertised for Thursday, April 22nd, 1926, at noon.

Capt. Robert Neville, R.M., sailed on Feb. 19, in the Narkunda for Colombo to take up his duties as private secretary to Sir Hugh Clifford, Governor of Ceylon.

Suffering from injuries sustained in a fight among coolies employed at the new Exchange Building, a Chinese has been sent to the Government Civil Hospital.

Miss Coy, residing at 7, Cameron Road, has reported to the police that sometime between March 25th and 26th, a wash house on the premises was entered and twenty-pieces of linen stolen. The value of the linen is \$76.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Easter Vacation, except on public and general holidays, when the offices will be entirely closed. The Easter Vacation begins on 2nd April terminates on 8th April (both days inclusive).

At the Theatre Royal, last night, "The Quaints" presented a dramatic "thriller" entitled "The Ghost Train." Many exciting episodes kept the audience in a state of intense suspense. To-day there is a matinee performance of "No, No, Nanette," and the play for to-night will be "The Unfair Sex."

Command Orders state that leave has been granted to Major W. P. A. Hattersley Smith, D.S.O., R.A., on private affairs to the United Kingdom, from April 3rd to October 3rd, 1926; while Lieut. D. St. A. Campbell, 1st Bn. The East Surrey Regiment, has been granted leave to Vancouver, B.C., on the recommendation of a Medical Board, from March 19th to June 18th, 1926.

The Warrant Officers and Sergeants of the 1st Bn. The East Surrey Regiment will not be holding the usual Sabraon Anniversary Ball this year. In its stead a dance was given at the R. E. Theatre, Wellington Barracks, last evening and a thoroughly enjoyable time was spent. Maj. Gen. and Mrs. C. C. Luard, Col. Montague Bates, and the majority of the officers of the regiment were amongst those present.

The tenders for constructing the main road through the busiest part of Sai Kwan, the Sup Pai Poo, or the 18th Ward, were recently opened in the presence of the representatives of the Censurate, Municipality, Municipal Treasury and the General Chamber of Commerce in Canton. The award was given to the Wing On Construction Company, whose bid was the lowest. The contract was signed on the 24th instant, and work was to commence within three days from the signing of the contract.

Two more cases of dog bites were reported yesterday. One of the animals is owned by a Chinese living at 134, Queen's Road Central, and the Chinese who was bitten is being treated at the Government Civil Hospital. The dog has been sent to Kennedy Town for observation. In the other case, rabies is not suspected. It appears that the dog, a Japanese spaniel bitch, was fostering some puppies, and bit a girl who went near them. The girl was taken to the Tung Wah Hospital, and the dog has been sent to Kennedy Town.

MIXED GRILL A Merry Miscellany Ashley Sterne

You cannot imagine, customers of my Mixed Grill, with what rapture your chef first wrote "March" on the MS. of this notes! For, with the advent of March, I always feel that winter's spine is fractured, and that it is only a matter of weeks before the undertaker will be taking its measurements. To think that spring actually begins next month is just about the best tonic I know; and when that has arrived, we shall be further stimulated by the thought that we shall then have two summers to look forward to with only one winter intervening. No wonder I am going about my



native village slapping policemen on the back, and wearing the kind of face usually associated with holding four aces in one hand!

At the recent show of vegetables at the Royal Horticultural Society looks were exhibited four inches in circumference and more than two feet long. This phenomenon must clearly have been liberally broadcasted by word of mouth, for on the day of my visit I couldn't get within eight of the exhibit. From opening to closing time it was completely surrounded by a dense throng of admiring plumbers.

A missionary just returned from the Lower Congo has discovered a race of savages who hold a new theory about evolution; they maintain that monkeys are descended from men. I don't know what the late Charles Darwin would have said to this, but I can tell you what the views are of that famous anthropologist, Sir Manley Simeon. He, it appears, has reached the same conclusion as these Congo savages, basing his argument on the following facts. Some little while ago he decided to adopt a fruit-arian diet, and fed himself entirely upon bananas and coconuts. Much to his amazement he found, after a few months, that he preferred to walk on all fours, and took an intense delight in swinging upside down on the clothes-line in his garden. Moreover, whenever a barrel-organ passed down the street, he was seized with an uncontrollable desire to put on his red cloth golfing jacket, leap onto the lid of the instrument, and scratch himself.

All this led Sir Manley to infer that evolution is not due to the process of natural selection, as affirmed by Darwin, but to diet; and that consequently in a land such as Congoland, which flows exclusively with bananas and coconuts, a man may very easily evolve into a monkey.

Sir Manley states in a letter to me that he is on the eve of another important discovery along similar lines. I am sworn to secrecy as to the anticipated result, but I may perhaps give my readers a hint by saying that for six months past Sir Manley has been feeding his wife on nothing but carrots and thistles.

"At Plymouth valuable manuscripts were lost in a fire thought

CHINA'S NEED.

A NEW MOSES WANTED.

During the course of his speech at the Bible Society meeting yesterday, the Rev. Dr. T. W. Pearce said the great need of China was reconstruction. There was disintegration, as there always must be following the impact of the Western upon the Eastern civilisation. He remembered an able Chinese spokesman saying "Western nations are trying to drive China out of her own conservative groove: when she does begin to move, she will move too fast for them!" That was a wonderfully accurate prophecy, though probably the speaker never contemplated the violent upheaval we see

to have been caused by a lighted match accidentally dropped into a waste-paper basket."—Daily Paper.

From which I gather that the custom of keeping valuable manuscripts in the waste-paper basket is not confined entirely to editors.

I am told that a lot of jealousy has been created among stock-brokers' clerks by the fact that I recently published in these columns a chanty to assist bank-clerks in their work. "Why (wail the former) should we not have a chanty made for us, too?" And in view of the activity in the rubber market they shall have one, bless their shiny, brilliant little heads!

Come, rouse ye up, ye lubbers, And help to boom the rubbers! Bounce em as they've never bounced afore! Merchiston and Permatang, Kalampong and Pernambang, Chersonese and Bukit Selangor! For rubber's booming, booming, right from Para to Lahore: Mertajams are five-sixteenths, and Tandjongs up a quid! Air-balloons are tuppence each, goloshes five-and four, And tennis balls are six-three-quarters bid!

Let us dance the wild contango Ere the rubber shares all bang go— Slumping as they've never slumped afore; Sedenak and Bangawan, Sungai Choh and Asahan, Tebolang and Central Travancore! For rubber's booming, booming, right from Java to Malay; Sausage-skins are very firm, but ink-eraser's slack; And won't there be a very bright and happy Settling Day When the rubber market starts a-bouncing back!

I read that plans are being made to utilize the natural hot geysers of Iceland for heating the town of Reykjavik. The idea is to lead off the water in pipes straight from the geysers to the houses, thus ensuring not only the heating of every room but a steady supply of running hot water for shaving, afternoon tea, laundry work, and other Icelandic winter sports. This has caused me to wonder why nobody has ever thought of utilizing the icy waters of the Polar seas for cooling our own houses in the hot weather. All that is required is a few thousand miles of drain-piping to carry the frigid fluid to some convenient central reservoir (what about poor old Wembley?) whence it could be distributed to



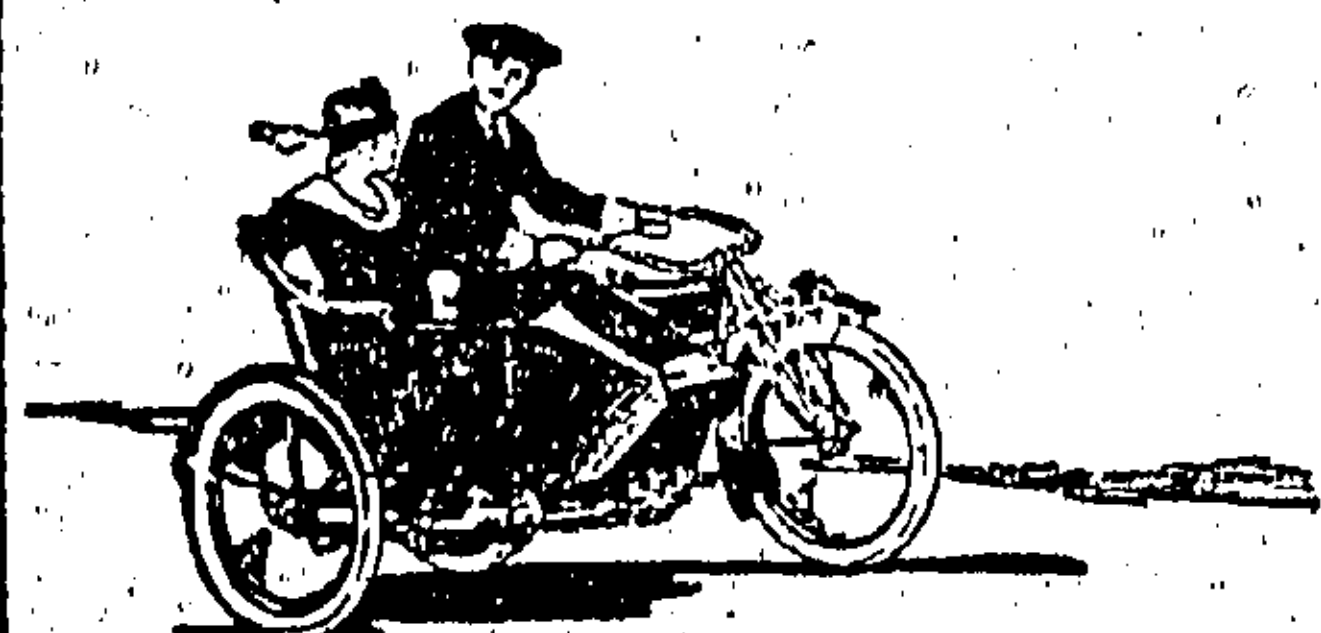
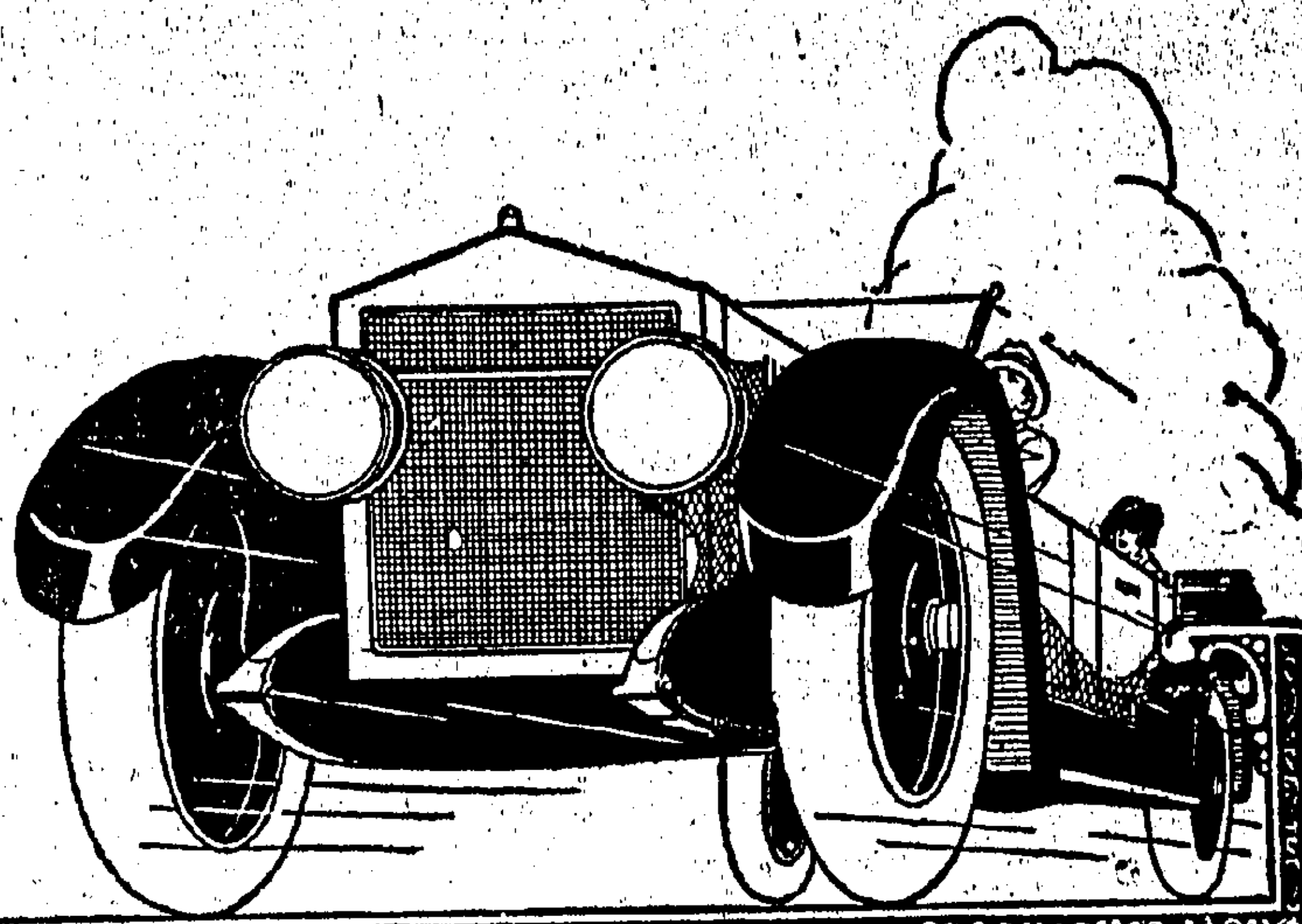
subscribers. Naturally the temperature of the water would be bound to rise a little in the course of its transit south; but useful work could be found for the unemployed either fanning it or blowing it down to its original degree of goldity. Our houses once installed with central freezing, there would be no more trouble with the butter, and no more risk of Sunday's joint breaking out of the larder overnight

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 27th. March, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT



The A. A. Meeting.

Following Mr. D. G. M. Bernard's outline of the activities of the Hongkong Automobile Association and his announcement of the additional benefits to which members will in future be entitled, it is safe to predict a considerable increase in the membership of that body during the present year. It was stated at Monday's meeting that some fifty new members had joined during the past year, but, although the membership roll is already quite a large one, it is not nearly so big as it should be. Mr. Bernard did wise to stress this point in his speech, and especially to point out that local registration numbers now exceed over 2,000. In the past, the most frequent complaint by non-members has been that the Association has not done all that it might for motorists, but criticisms of that type have largely ignored the point that before anything really comprehensive could be accomplished, the funds of the Association would have to be increased.

New Benefits.

Happily, the point has now been reached when the Association has at its disposal quite a good sum of money, and it is utilising some of this by the provision of new benefits which all who belong to the Association will be able to enjoy. In the first place, the Association is to have its own expert, on whom any members may call for advice concerning troubles with his car or cycle, and this expert will either remedy the defects or give valuable technical advice on the best steps to be taken. Secondly, the Association will now have its own lawyers to whom members may go when they happen, as many motorists do now and again, to become involved in legal difficulties. These two benefits should be of the greatest value to members, and they should not only be cause for appreciation, but should have the effect of inducing more motorists to join up.

Quiet Work.

It is always easy to criticise and organise, but all too often the critics take a superficial view of matters and do not take the pains to enquire what is going on behind the scenes. The Hongkong Automobile Association has, since its inception, done a deal of quiet but effective work, the advantages from which are enjoyed by motorists in general, even though they may not be aware of the initiative shown by the Association in taking up various matters which come to its notice. The two benefits to which we have already referred are not the result of a sudden realisation of the desirability of assisting members. They had been under consideration for some months before the meeting, despite the fact that a contemporary came out on Monday with a suggestion that such schemes should be put into effect! Quite enterprising to advocate something which you know will most likely be done; isn't it?

Ourselves.

The references which Mr. Bernard made to the *Telegraph* Motor Supplement are much appreciated by us. He was good enough to say that it was surprising how useful the Notes in these columns have proved to be in getting things done for the benefit of motorists generally. That, of course, has been our

object throughout. We have sought to do what we could to bring to the notice of those concerned any matters in connection with motoring that called for attention, and that will continue to be our policy in the future. Members of the Association can, however, make the Supplement of even greater value still by sending in matter of local and general interest and in particular suggestions for notes, or even correspondence for publication. Needless to say, any such contributions would be most welcome. Ever since its creation, the Supplement has been the official organ of the Hongkong Automobile Association, and during the past year we have had numerous calls from prominent overseas manufacturers and business men who are aware of the status of the Supplement and realise its value as a means of keeping in touch with the world of motoring in Hongkong. In this regard and in many others we believe the Supplement to be serving a really useful purpose, and with the co-operation of all interested, we shall aim at improving it as time and opportunity occur.

The New Rover.

The special 9.20 h.p. Colonial model Rover has reached Hongkong and is now on show at the premises of the Hongkong & Kowloon Taxi Cab Co., Ltd., Des Voeux Road. As previously pointed out in these notes, this model is the result of two years investigations in the East by one of the Rover Company's engineers. Previously there were two models made, namely the standard and the De Luxe. The latter was intended to compete in the export trade, an intention successfully accomplished, but it also proved popular at home. The latest Colonial model however, has become so popular that the manufacture of the De Luxe type has been discontinued. The general body finish reaches an exceptionally high standard.

The Week's Wants.

Not infrequently have we received small "Wanted Advertisements" relating to motor-dom, with the request that they be inserted in this Supplement. It has not always been possible to comply with such requests, but we have now decided to reserve a special space for this purpose. Readers who either want to acquire or dispose of car or cycle, or who have any want whatever which is related to motoring, are requested to send particulars in accordance with the notice published over this week's small advertisements on Page 4 of this Supplement. We believe that this innovation will serve a useful purpose among the Colony's motorists.

The Skidding Season.

There is probably nothing more thoroughly alarming to the motorist and especially the new motorist—ist—than his first skid. Luckily, cars to-day have no vices in this direction. Old timers will vividly recall the way in which their mounts would slide wholeheartedly out of control at the least provocation. They had only to see a raincloud in the sky to make them become almost desperately unmanageable at any speed above walking-pace.

The reasons why they were so dangerous are that they lacked the balance of the present car, and their steering gears had

HUGE GARAGE FOR CHICAGO.

SCHEME TO RELIEVE CONGESTED AREA.

A 22 story garage in which motor cars will store themselves in record time, and as briskly roll forth at the touch of a button, is being built for the automobile-choked Chicago loop district.

From 40 seconds to two minutes will be delivery time in this garage, which occupies the central space of the Jewellers' Building now under construction. The owner drives his car upon a loading platform before one of the elevators. An attendant takes a key from a master board, numbered to correspond with a vacant stall. The withdrawal of the key makes electrical connections which set in motion a sliding platform above, and the vacant stall comes to rest in front of the elevator shaft.

Meanwhile the elevator operator punches a button which thrusts mechanism up under the loading platform, and the car slides into the elevator.

The operator dials a number and the elevator rises to the floor assigned, where the door opens automatically. The operator presses a button, and the platform in the elevator tilts, letting the car slide into its stall. There bumpers engage the tyres, and hold it in place until the owner returns for his car. A somewhat similar process returns the car.—*Reuter's American Service.*

ROAD BUILDING PROGRAMME.

Utah will build 116 miles of road in 1926, according to the State Road Commission. This construction will cost nearly \$1,600,000. The money is largely from the counties supplemented by federal aid.

GAS TAX RETURN.

A total of more than \$8,000,000 will be received for the 11 months of Michigan's two-cent gasoline tax which went into operation last year.

several glaring errors in design. The car of to-day, even the cheapest, is perfectly safe on even the most dangerous road surface if it be reasonably handled. And despite what one reads, modern roads are not so dangerous as all that.

Steer into a Skid.

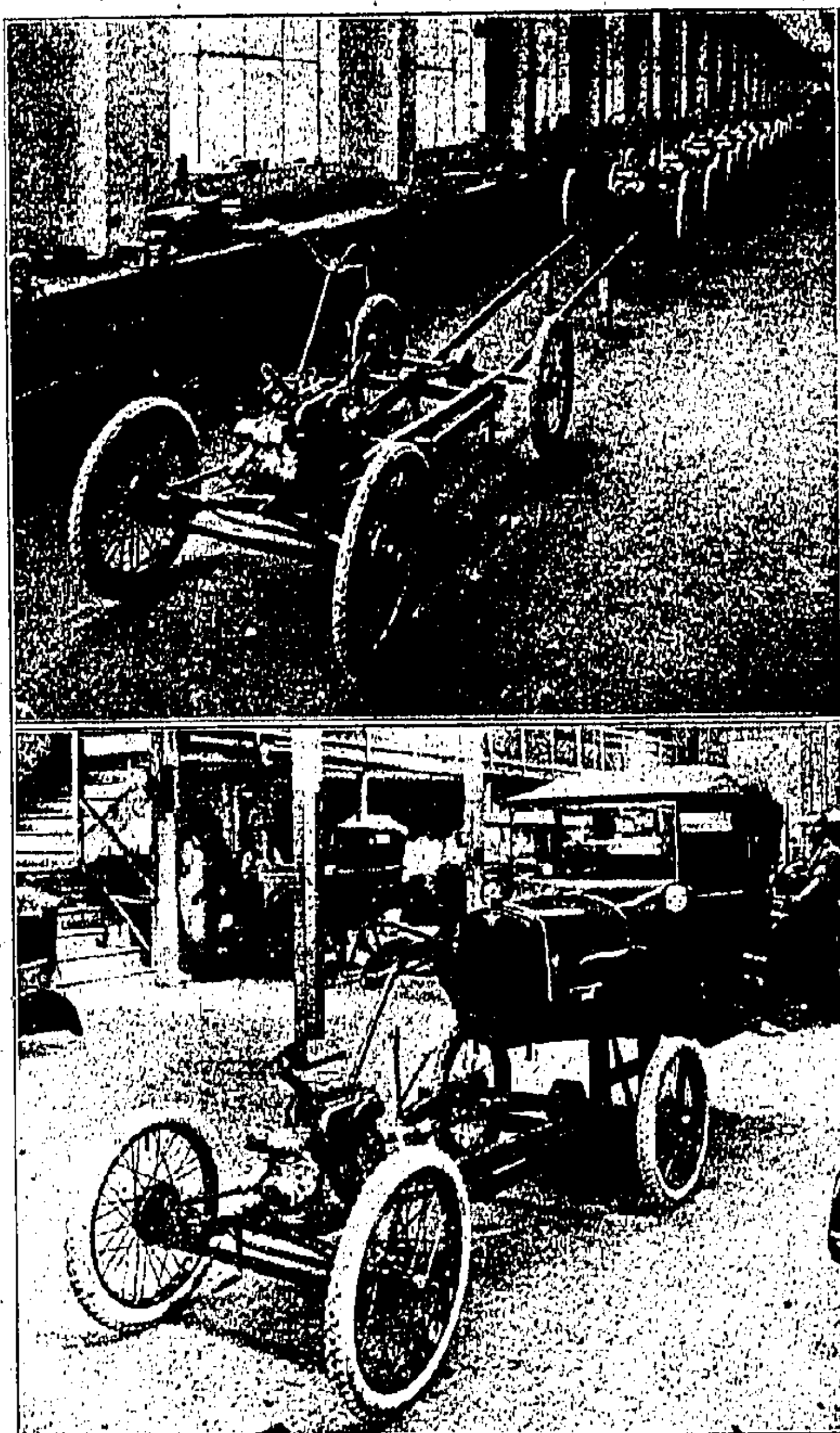
The veriest novice need have no quams about venturing forth on a "greasy" day. Provided, of course, he realises that there is such a thing as skidding, when the car takes matters into its own hands, if its controls be seriously mismanaged. The golden rule to remember is always to steer into a skid. That is, if the back of the car swings to the left, steer the front to the left. Do this early, leave the brakes alone until the skidding has ceased, and no skid at a reasonable speed will be troublesome.

Balloon Tyres Grip.

Balloon tyres have made skidding far less likely than it used to be in the days of "hard" wheel coverings. They have a better grip of the road.

We deal with the causes and corrections for skidding in a comprehensive article in this issue. It is worth the while of every driver to appreciate exactly what makes a car skid. Prevention is so much better than cure.

THE HOME OF THE "AUSTIN SEVENS."



The top photo shows the Chassis Erecting Shop and the lower, a corner of the Carriage Mounting Department.

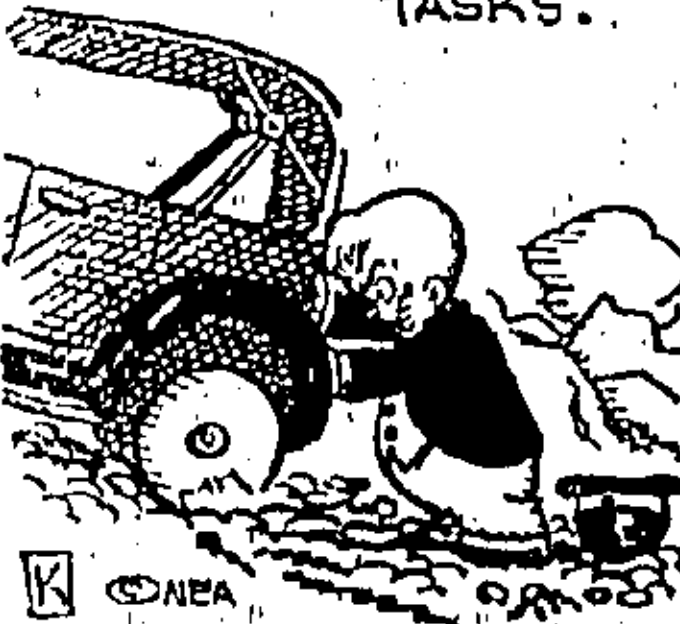
AUTO OVER-PRODUCTION.

"The American automobile market is not big enough for every manufacturer and quotas claimed for 1926 production," says E. L. Cord, vice president and general manager of the Auburn Automobile Company. Cord says that 1926 will be a year of over-production, and unsold autos will put many manufacturers out of business.

RECLAIM RUBBER.

Old rubber is being reclaimed by tyre manufacturers in an effort to cut down the use of crude rubber, which is now selling at an unusually high price. Large tyre companies are spending thousands of dollars remodeling and enlarging their reclaimed rubber shops to provide a greater output from this department.

ALL MEN ARE
CREATED EQUAL—
BUT SOME AREN'T
EQUAL TO THEIR
TASKS.



Before You Advertise
COUNT THE "TELEGRAPHS"
On The Peak Tram.

SLOW DRIVING DANGER.

MINIMUM SPEED URGED.

"A slow car on the highway is the greatest menace there is," says Mr. Robbins B. Stoeckel, commissioner of motor vehicles for Connecticut.—U.S.A.

Stoeckel advocates a minimum speed regulation to keep all slow cars off the highway.

The greatest danger from slow driving autos is that those who drive behind are forced to pass around the side and in congested districts this practice is dangerous and often results in accidents.

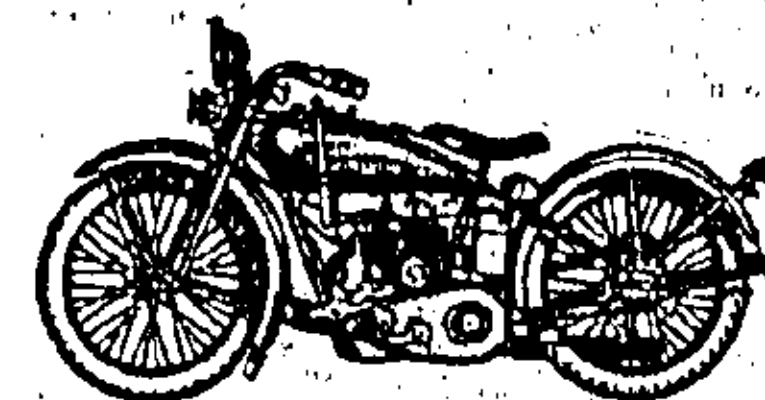
Stoeckel's plan is to divide the main travelled streets into routes and each street have a minimum speed limit and an anti-passing restriction.

This will prevent the accidents which are caused by one car passing around another and will also speed up traffic.

Manufacturers of commercial automobiles will be forced to build speedier cars in order to get the best service from the machines, for all of the slow-moving, bulky trucks now built would be assigned to the slow thoroughfares, according to Stoeckel's routing plan.

MOTORISTS GOOD PAYERS.

Automobile owners as a class are a splendid risk. Figures show that the average loss to concerns who lend money on automobiles was less than one-fifth of 1 per cent over a period of years. To be exact, automobile time-payment paper is 99.82 good.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the
S. S. "EMPRESS OF ASIA"

We received two models of the famous
**HARLEY-DAVIDSON SINGLE CYLINDER
OVERHEAD MOTORS**

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE
THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

THRIFT.

A sheet of oil no thicker than this sheet of paper is all that stands between the moving parts of your engine and metal melting heat!

Heat enough to weld your pistons to the cylinder walls in less than 100 yards of driving!

Yet some men do not think oil quality of much importance!

Lubrication has its laws like any other science, and it will cost you cold, hard cash to disregard them.

You insure your car against fire, theft, accident—

Fine! These are risks.

Friction is no risk—it's a dead certainty, it scrapes more cars than all other causes put together.

The best insurance against Friction is Gargoyle Mobiloil.

That's why three out of every four who buy lubricating oils by name, ask for Gargoyle Mobiloil.

VACUUM OIL CO.

SYNTHETIC GASOLINE.

Synthetic gasoline is being invented in nearly every civilized country in the world. The latest contribution is a new fuel invented by a Norwegian civil engineer. It is known as "Norsk Kraft Olje." The process under which it is made has been patented.

BIG CAR TO STAY.

The trend with American automobile manufacturers is toward the smaller and lighter car, but many of the industry's leaders claim that there never will come a time when the bigger six and eight-cylinder car will lose its popularity with the American public.

CANADIAN TRADE.

BIG MOTOR INDUSTRY.

The automobile industry has had a rapid growth in Canada and now reaches the seventh industry, employing 100,000 persons. In exports it ranks fourth among the Canadian industries.

It has been estimated that 500,000 or about 6 per cent. of the total population of the Dominion are dependent for their livelihood on the manufacture and use of automobiles.

In the 21 years of the industry's life in this country, the factories

have produced more than 1,000,000 motor vehicles, a large percentage of which have been exported to all corners of the globe.

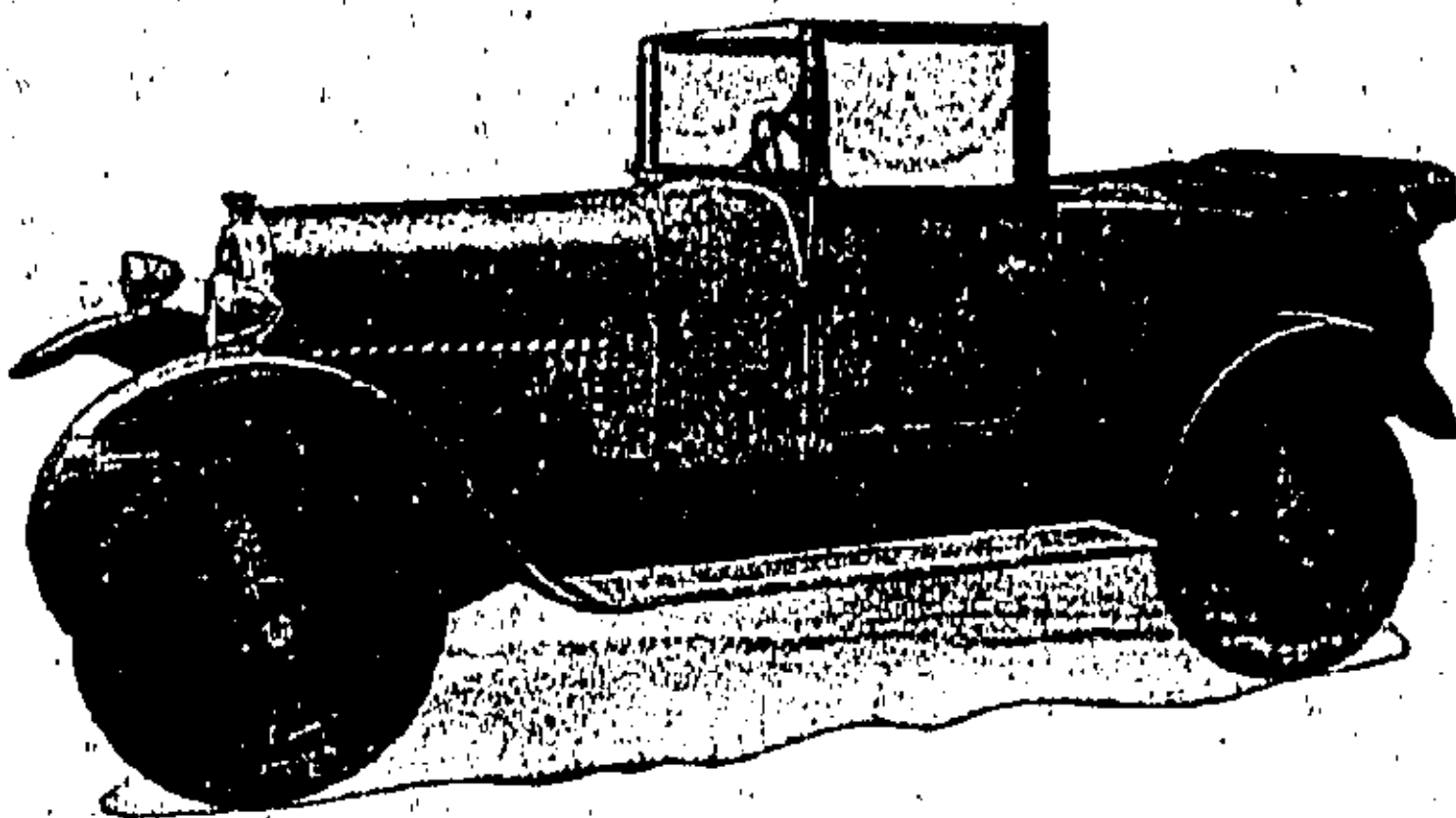
It is said that the United States and Great Britain are the only two countries to lead Canada in the number of cars in ratio to population.

For the first eight months of 1925, 112,615 motor vehicles were manufactured in the Dominion, 98,794 passenger cars and 13,821 trucks. This is compared with 91,704 cars and 12,089 trucks produced in the corresponding year.

It is estimated that the annual cost of maintenance of motor vehicles in Canada approximates \$150,000,000.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from:—

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.



See How They Grow!

The growth in popularity of the Morris car is best illustrated by the following figures, which show the output for each of the last six years:—

1920	357 cars
1921	2,927 "
1922	5,156 "
1923	17,286 "
1924	27,551 "
1925	48,717 "

Where?

"Hardly a day passes when the roads are not strewn with dead and wounded." Thus a remark made by Mr. Justice Shearman at the Glamorgan Assizes. We rather fear that his lordship has allowed his imagination to run away with the strict regard for accuracy that usually characterises his judicial utterances.

A Shingle Development.

The defence of a young lady who was recently charged with causing an obstruction by leaving her car in the street, was that she had been to get her hair waved.

The Long Arm of the Law.

A Leeds motorist was recently fined £5 on a charge of driving to the danger of the public in July of 1924.

The Petrol Danger.

An illustration of the result of carelessness in the filling up of a petrol tank was recently provided by an incident which happened in Perth.

A lady driver was filling the tank of a car by the light of an acetylene lamp, when the fumes from the petrol became ignited by the flame of the lamp and the car caught fire.

Moral: Never bring a naked flame within range of petrol fumes.

Tramcar Fittings.

The decision recently came to by the Sheffield Corporation to

adopt stainless steel for the fittings of new tramcars may soon be followed in Leeds. The building of the new Leeds tramcars has not yet gone beyond the point where stainless fittings may be employed, although so far the metal-work is being painted with a hard ebony-like preparation which looks well and also acts as an insulator. When the plans for the new Leeds cars were being drawn up the question of using stainless steel was discussed, but was held over, because no entirely stainless fittings had been devised. Now, it is stated, stainless steel that can stand the test of the weather has been produced.

"Gyrotory System."

Kuala Lumpur is making fun of an attempt to inaugurate the "gyrotory system" of traffic in Java-st, which seems to the Malay Mail to give annoyance without achieving any good purpose. It is suggested that some of the police should come to Singapore and be trained, as traffic will never be efficiently controlled unless a special department looks after it. Better wait a bit before sending men down here, unless it is to watch our experiments.

HEAVY ROAD TRAFFIC.

From time to time we are solemnly warned that the day is coming, or that it has arrived, when some limit must be put upon the weight that can be motor-borne upon our highways. On the face of it there is justification for this view, for the weight and weight-carrying capacity of the road motor tends to grow, and with it the cost of road maintenance, while yet we cannot say that we have overtaken the work of bringing up the roads to the standard demanded to-day. But restrictive legislation is something we should be chary about undertaking. The whole of our road history is a tale of mess and muddle and misapprehension of the true function of the highways. All through there has been an obvious desire to keep down the capacity of the vehicle to that of the road, and from the days of taxes on wheels, restrictions as to width of tyres, the setting up of the tollbar system, right forward up to recent years, we have cherished these traditions. If now we are changing the point of view it is because the motor-vehicle has burst through these bounds. If there is to be restriction of weight, the decision will not be a legislative one; it will be settled by the further development of competition between the railways and the road motor; and, in fact, exceptional loads apart, the process of working out implied limitations has already begun. But as the cry for restriction continues it is interesting to note the reply of road-users, motor manufacturers, and those industrially associated with them. There never was a time when the motor-vehicle was more and more adapting itself for all forms of road service. We are getting what may be regarded as specialised vehicles, and at the same time we are getting vehicles which have a wide range of adaptability. Their range of economic action may be shortening as the railways get more into their stride, but they are carrying heavier loads and doing relatively less damage to the roads.

TYRE DANGERS.

MAGNETS PICK UP NAILS.

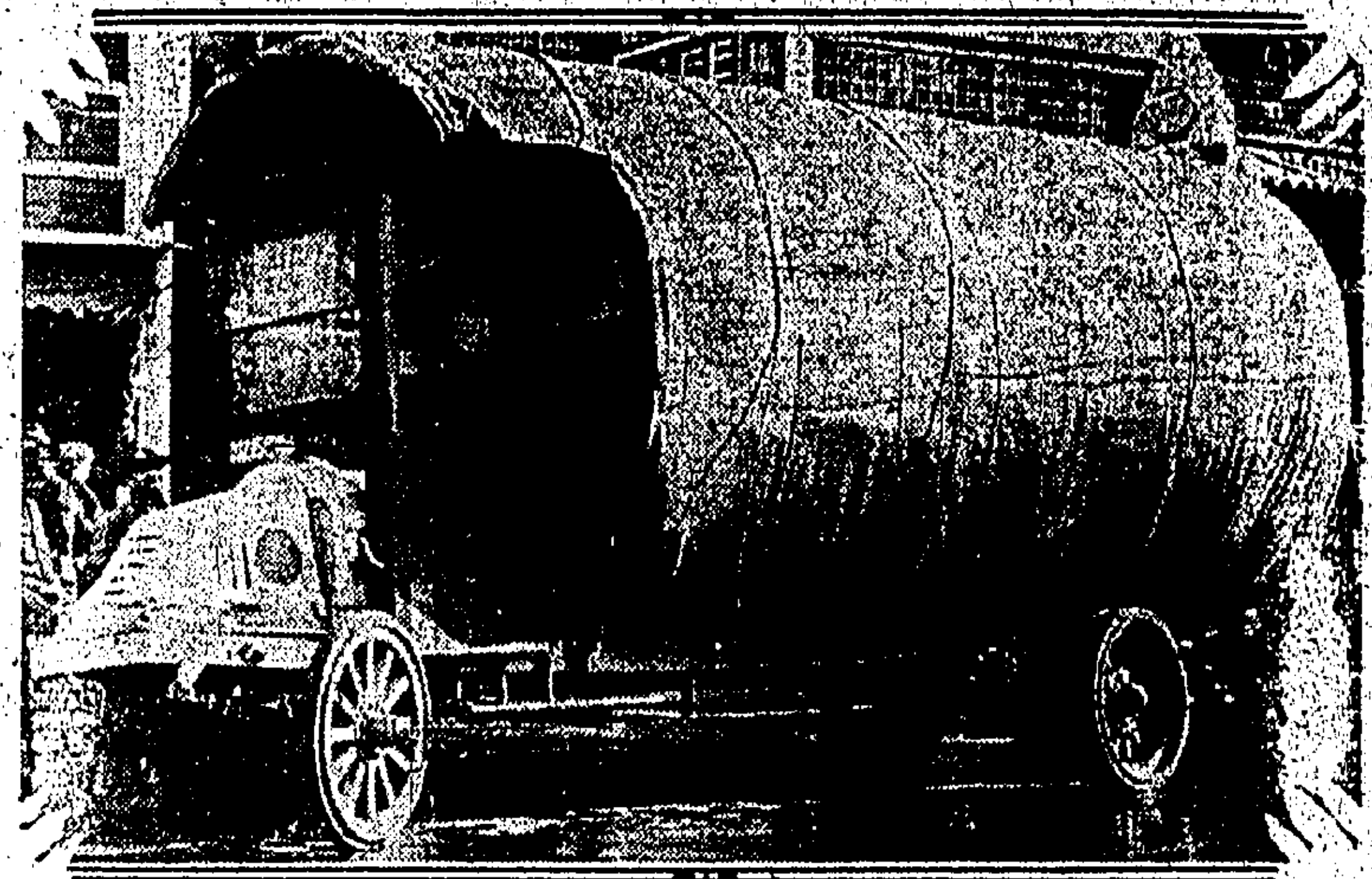
The state highway department of Ohio is providing trucks fitted with electro magnets to pick up nails and other bits of iron on public highways in order to minimize tyre puncture dangers.

In a five-mile trip one of the trucks picked up 150 pounds of nails. The truck collected 603 pounds in the course of a day.

GOOD POLICE RECORD.

Kansas City police, through its motor theft bureau, recovered 1889 out of the 1638 cars reported stolen in the city. This was an increase of 1.62 per cent over the recoveries in 1924, according to W. H. Moore, chief clerk of the department.

A ONE-LOGGED CABIN ON WHEELS.



A giant fir trunk, hollowed out, is the travelling home of C. E. Cave and Mrs. Cave, from the Pacific northwest. The home is estimated at 2100 years in age, cut from a tree 275 feet tall and 12 feet in diameter at the base. The Caves are touring the United States in this log home, in which are a combination bedroom and living room, kitchenet, breakfast nook, library, shower bath and lavatory.

GEARED TRANSMISSION.

AUTOMATIC SYSTEMS SUGGESTED.

Coming years will witness the decline of the geared transmission.

The automatic transmission will take its place.

Already news comes from France that Voisin, famous French automobile manufacturer, is adopting the Lavaud automatic transmission on some of his cars. The small 10 horsepower, sleeve-valve Voisins will be first to introduce the novelty.

In America, an electric transmission has been practically perfected for the replacement of the gears and other troublesome transmission parts of automobiles. It has shown remarkable capacity for controlling the car from a standstill to the highest speed of the engine, on grades and levels, in the heaviest traffic and on the highways. It has done away with

all the controls in front of the car, except the emergency brake lever.

Big Advancement.

The Lavaud invention isn't as far-reaching as this, but it is a great stride forward in the direction of gearless automobiles.

This automatic transmission is the invention of Sensaud De Lavaud, who is better known for his introduction of the worldwide method of centrifugal casting of iron pipes than as an automotive engineer.

Although Lavaud's invention is gearless, it is clutch controlled, so far as starting and stopping go. But once the car is in motion, the clutch isn't touched until the machine is practically at a standstill.

Long drives with the Lavaud transmission in a Voisin, through all sorts of conditions and over steep grades, proved the marked advantage this new feature has over the old.

Less Oil and Gas.

Gasoline consumption decreased 15 to 25 per cent.

Oil consumption was even far less, because there was never any demand for high speed on the engine, and there were times when the engine idled while a similar engine on a gear-shift car was turning at a high speed with a small load.

The transmission enabled the driver to maintain a higher average speed over mountains and in city driving. It gave the car a wider range of speed with throttle control and it shot up the speed of the machine from an idling rate to maximum in a shorter interval than a similar gear-shift car.

EXPECT GOOD YEAR.

Leading Canadian automobile manufacturers are optimistic over the industry's prospects for the coming year. Canadian made vehicles found a ready market during 1925, and it is expected that output will be increased this year.

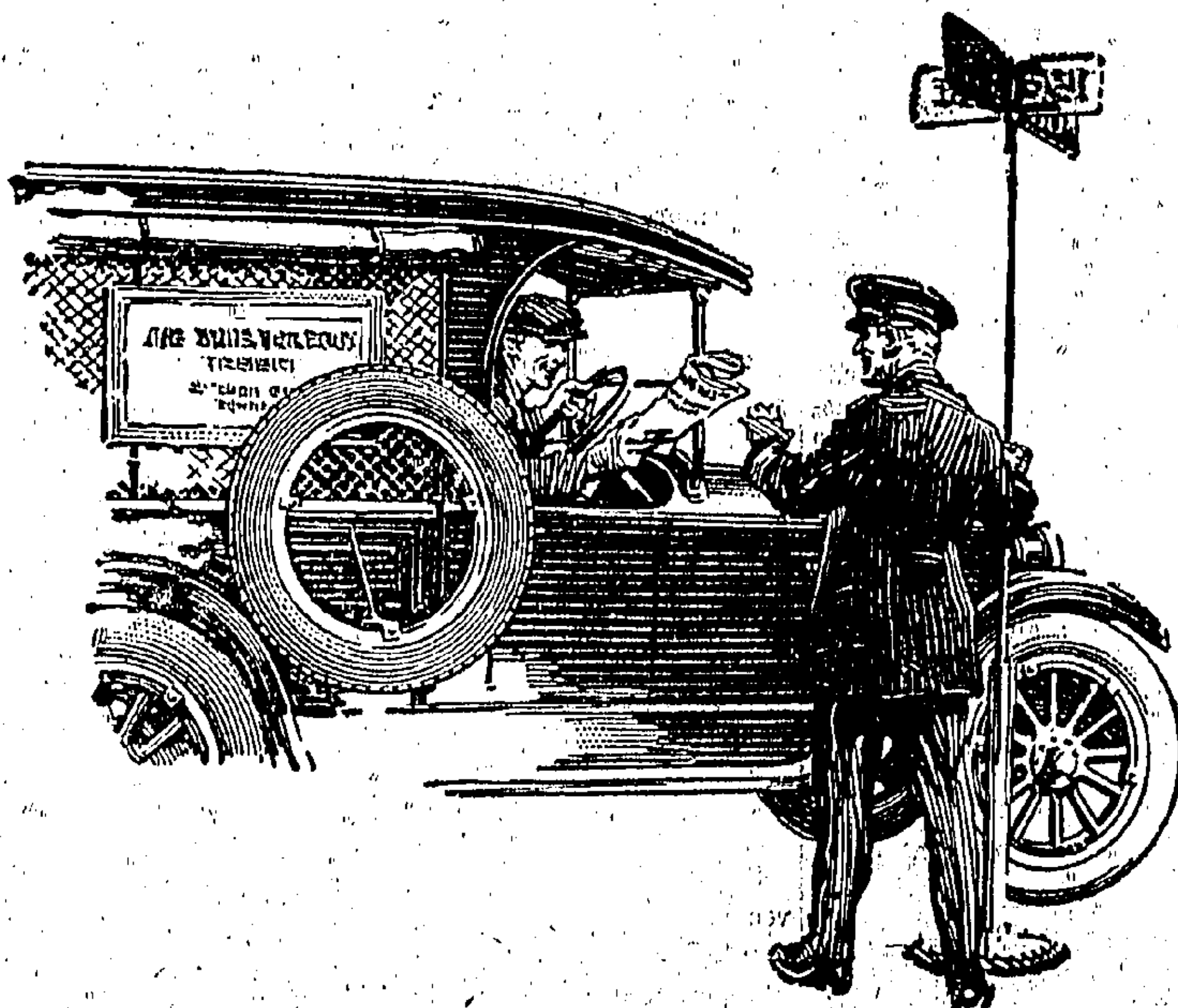
DODGE BROTHERS COMMERCIAL CAR

Its economy of maintenance could have no better proof than this:

It is operated in fleets by a long list of business houses, Government departments in various countries and owners of Bus lines, whose selection of equipment is based strictly on comparative records.

THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247



ONLY PACKARD CAN BUILD A PACKARD

PACKARD

WHAT you get—not what you pay for—determines your bargain.

If a Packard Six did not give 16 miles to a gallon of gasoline; 15,000 to 20,000 miles to a set of tyres; and a freedom from mechanical repairs unknown to cheaper vehicles, it could not have earned its place as one of the least expensive cars to operate—power considered—in the whole world.

But because it has established these records in the hands of owners; and because its first cost is agreeably low, new thousands of owners are constantly expressing their surprise at its economy.



The Dragon Motor Car Co., Ltd.

Wong Nei Chung Road, Happy Valley

Telephone Central 1246 or 1247

BRITISH DUNLOP CORDS



(Made at Fort Dunlop, Birmingham).

They cost no more than other tyres.

The product of the PIONEER firm of Tyre Manufacturers, they rank as the GREATEST OF ALL TYRES.

Look for the mark "Made in England".

DUNLOP RUBBER Co. (China), Ltd. HONGKONG HOTEL GARAGE,
Hotel Annex Building. Distributors.
Telephone Central 4554. Telephone Central 4759.

CARBON MONOXIDE GAS.

INTERESTING RESEARCH.

Carbon monoxide, the greatest poison involved in automobile operation, will be conquered by research, following the investigation by science which resulted in bringing ethyl gasoline again into use, asserts Dr. Harrison E. Howe, editor of the journal of the American Chemical Society.

Employment of tetraethyl lead, which enters into the ethyl fluid, will stimulate scientific inquiry into motors, according to Dr. Howe, so as "eventually to abolish carbon monoxide through perfect combustion."



Dr. Howe, whose findings as to ethyl fluid of more than a year ago have been borne out by the report of the conference of the U. S. Public Health Service, sees a triumph for both industry and public safety in the work of the investigating committee named by Surgeon General Hugh S. Cummings.

"The net result of the efforts of these scientists," Dr. Howe says, "will be not only the ultimate conquest of carbon monoxide but also an advance in automobile design, a closer union of chemistry and industry, better conditions in garages and shops and a field of greater usefulness for the government in safeguarding public health."

"The ethyl gasoline investigation was carried on with public health funds available only at considerable sacrifice to other investigations. If the ethyl gasoline study is to be continued as it should be and if, under its ample authority, the Public Health Service is to conduct investigations along other lines affecting hazards in industry and public health, adequate provision must be made in the budget."

MORRIS MOTORS, LTD.

TO BE PUBLIC COMPANY.

The Daily Chronicle understands that Morris Motors, Ltd., manufacturers of the popular "all-British" motor-car, and hitherto a private undertaking, is to be converted into a public company, under the title of Morris Motors (1926), Ltd.

Shortly before Easter investors will be offered £3,000,000 in Seven per Cent. Preference shares and £1,000,000 in Ordinary shares. It is believed that the price at which the latter will be available will be £2 per share.

Profits for the last financial year are stated to have been in the neighbourhood of £1,337,000. This works out at about 22s net per car on an output exceeding 50,000 cars.

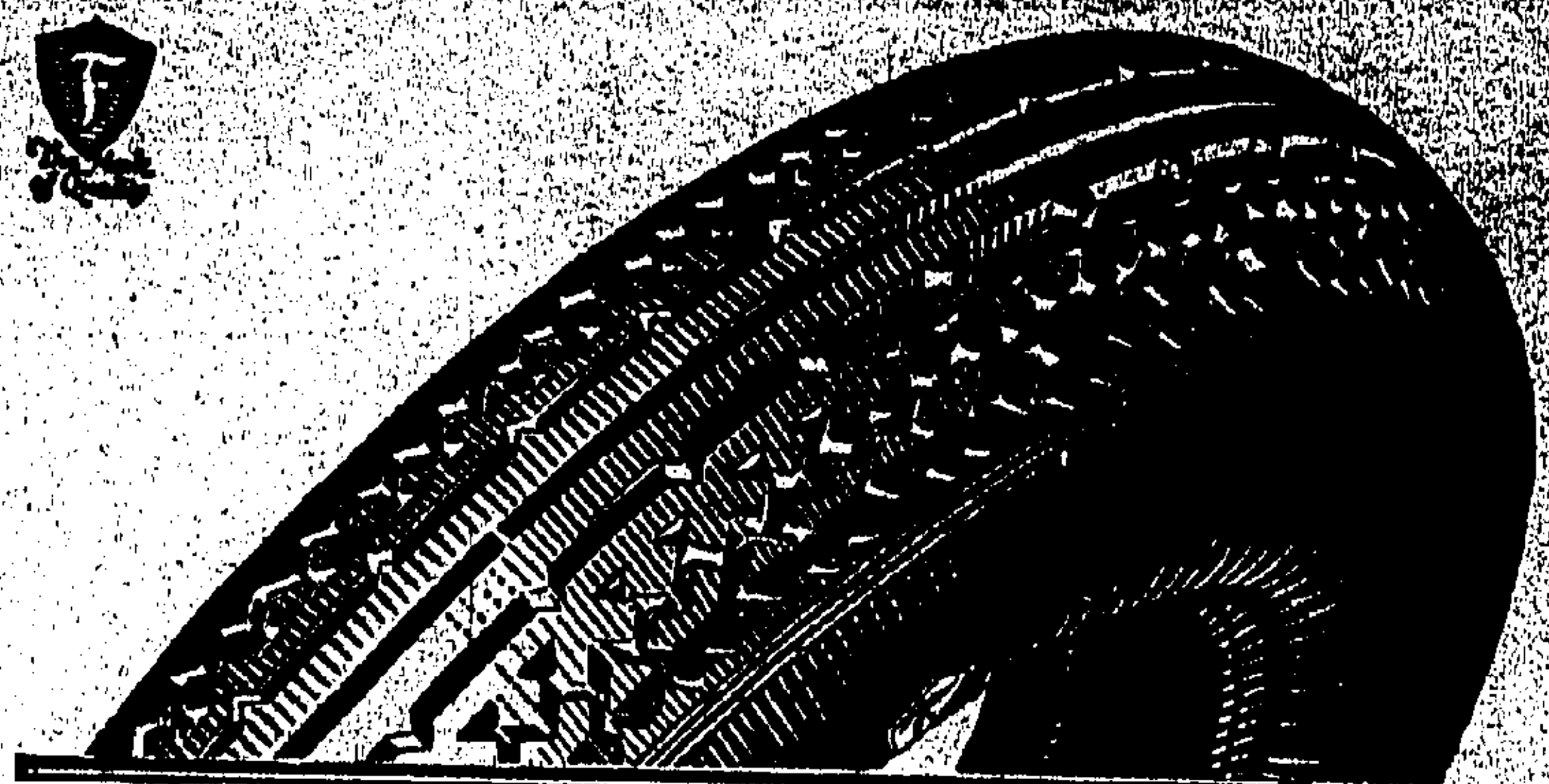
An interesting feature of the issue is that no underwriting will be arranged, which means that the present proprietors of the business are confident that the owner-driver of the Morris car will be prepared to express his appreciation of its merits by becoming an owner-investor.

Contracts for the current year will require the construction of the record total of 67,000 cars.

PEDESTRIANS SUFFER.

Seventy-nine per cent. of the people killed in auto accidents during the month of December, were pedestrians, according to Garrol E. Robb, statistician of the National Safety Council.

Although 569 persons were killed in automobile accidents during December, the daily death rate per million population shows a reduction of 15 persons per day when compared with the records of the preceding month.



Built by the Extra Process GUM-DIPPING

Car owners all over the world are equipping with Firestone Balloons—not only for comfort and safety but also to save money. Firestone Balloons protect the chassis—stop vibration—and reduce repair bills.

Gum-Dipping, the extra Firestone process, insulates every fibre with rubber and adds great strength to each cord. Real balloon tyres must have light, strong flexible walls. Gum-Dipping gives this extra strength and endures this extra flexing strain.

Equip now for safety—comfort—and economy the year around—ride on Firestone Gum-Dipped Balloons.

THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C 1246 or 1247

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

ESSEX

a Famous Six—Built on Hudson Patents

\$2,000 for the Coach

Quality Gave Volume—Volume Gave This Amazing Price

Everyone knows the superiority of six cylinders.

Those who know are not content with less than Super-Six performance. It increases power, smoothness, flexibility and car life without adding to weight or motor size. Its principle is patented and exclusive to Hudson and Essex. It accounts for the world's largest selling sixes.

In Essex the cost is within the price of practically all car buyers. Super-Six advantages and Hudson Essex quality give vast volume, and volume makes possible the lowest prices in history.

There is a big saving in Essex cost, a greater economy in operation, and a finer satisfaction from the ease and comfort of riding and driving. Everywhere it is regarded with Hudson as the

World's Greatest Value

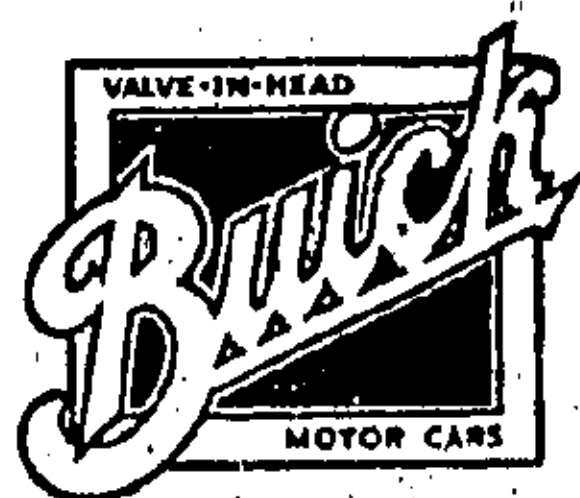
Everyone Says It—Sales Prove It

Hudson Coach \$3,000 Hudson Brougham \$3,600 Hudson 7-Pass. Sedan \$4,000

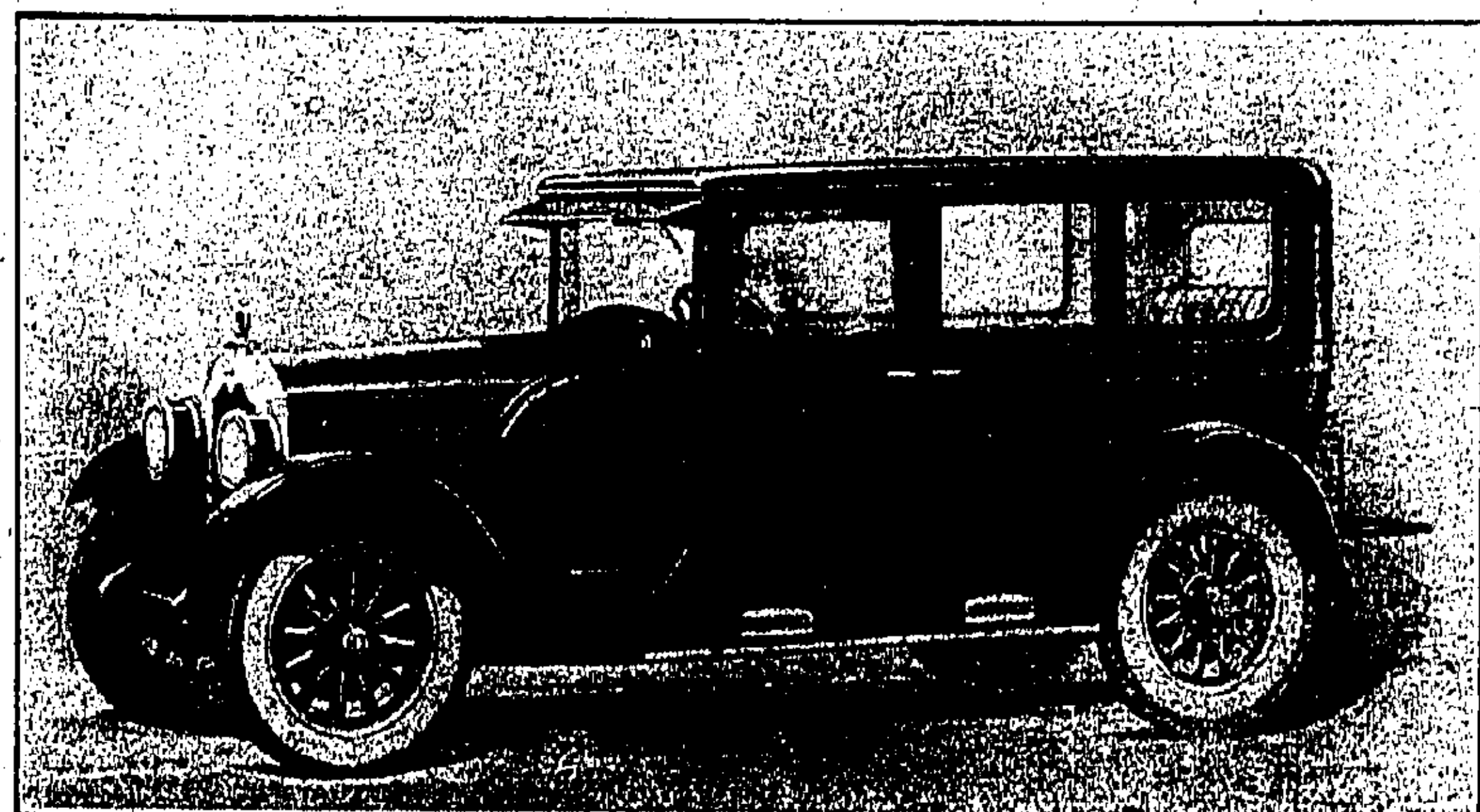
The Dragon Motor Car Co., Ltd.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C 1246 or 1247

When you see
the Maple Leaf



—it Means
British and Best!



Bulek Designed—Bulek Built—Bulek Powered, with Ample Room for Seven.
A BRITISH EMPIRE PRODUCT TO BE PROUD OF

Sole Agents:

The Hongkong & Kowloon Taxi Cab Co., Ltd.

33-35, Des Voeux Road, Hongkong



THIS WEEK'S MISCELLANEOUS ADVERTISEMENTS

NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words, 2 pence for every additional word.
Terms Cash with order.
Advertisements must be received by noon on Thursday preceding publication.
Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

CHANDLER—Six-cylinder, seven-passenger Chandler Touring Car No. 157. In good usable condition. Five good tyres on five wire wheels. A bargain at \$750.00. Box No. 1478 Hongkong Telegraph.

BUICK—Six-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at "Dragon Garage, Happy Valley."

LOCOMOBILE—7-passenger Touring New top, paint, upholstery, valves and Magneto. Five new Balloon Tyres on new Balloon wheels. Engine 48 H.P., R.A.C. and chassis recently thoroughly overhauled. Splendid condition throughout. Price \$3,500.00. Box No. 1477 Hongkong Telegraph.

FOR SALE—2-ton Truck chassis. 6-cylinder engine of 40 H.P., R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

CADILLAC—8-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475 Hongkong Telegraph.

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BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473 Hongkong Telegraph.



BUYERS' GUIDE

MOTOR CARS.

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BUICK—Hongkong & Kowloon Taxi Cab Co., Ltd. 33 Des Voeux Rd. C. 1036.
CADILLAC—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ESSEX—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD—Andrew Harper, 6 Queen's Road. C. 4895.
HUDSON—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
LINCOLN—Andrew Harper, 6 Queen's Road. C. 4895.
MORRIS—Hongkong Hotel Garage, Queen's Road. C. 4759.
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ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road. C. 4759.
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STANDARD—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.

MOTOR TRUCKS.

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MOTOR CYCLES

A. J. S.—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C. 2487.
B. S. A.—The Sincere Co., Ltd. Des Voeux Road. C. 1067.
HARLEY-DAVIDSON—The Gascon Motor Co. 2, Kwong Wah Road, Kowloon. K. 1242.
INDIAN—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C. 2487.
MATCHLESS—Hongkong Hotel Garage, Queen's Road. C. 4759.
ROYAL ENFIELD—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.

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DUNLOP TYRES—Dunlop Rubber Co., Hotel Annexe Bldg. C. 4554.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
GOOD YEAR TYRES—Alex. Ross & Co., (China) Ltd., Bank of China Bldg. C. 2487.
PRESTOLITE BATTERIES—Hongkong Hotel Garage, Queen's Road. C. 4759.



A most excellent maxim on which, in part, is founded the prosperity of the legal profession, is "Ignorantia juris haut excusat." Translated in a manner which is guaranteed to bring the grey hairs of any master on the classic side in sorrow to an early grave, it usually means—"25 and costs," or, more literally, "It is never a defence to say that you were ignorant of the law." The maxim is one which I am rather fond of quoting—not only because of the wholly estimable reason comprised in my first sentence, but also because there are still so many people quite content to be entirely "ignorantia juris"—until the time comes when they discover "haut excusat." This object, therefore, of this little discussion will be to remove from the minds of the readers of The Morris Owner that "ignorantia" that may exist therein "juris automobilis"—which may be very bad Latin, but, nevertheless, expresses a very laudable object. In other words if we can obliterate the "ignorantia" the "haut excusat" will obliterate itself.

A motorist whom we will call A takes his car to B and Co., in order that its back axle may be repaired. An employee of B and Co., one C, is called upon to do the work. C is financially interested in the result of the 3.30 to an extent that causes him to neglect his job, and the back axle is incorrectly reassembled. Subsequently, A is driving the car at a moderate pace down the local High Street, when the axle seizes, and the car swings across the street and knocks down and injures D.

Can D successfully sue A, B and Co., or C, for damages, and if he unsuccessfully sues A can A recover his costs from B and Co., or C?

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YB Bus Chassis 1575

G. B. Detroit

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The U.S.A. is responsible for some quite brilliant ideas. In a certain state (the name of which I cannot spell) a motorist was convicted of dangerous driving. Instead of fining him 20 dollars or sending him to the local Sing Sing, the judge sentenced him to write out every report of a motor accident that appeared in the local papers during the following six months. The precise date on which the unfortunate offender collapsed and died in agony from writer's cramp is not available, but if the English papers are anything to go by he couldn't have lasted very long.

The lesson that may be drawn from this little episode is that those in authority—both in the U.S.A. and the U.K.—are beginning to look with considerable disfavour upon motorist offenders charged with dangerous driving and the police court is daily becoming a better place for motorists to stay away from.

A recent unfortunate accident has served to focus attention on the liability under certain circumstances, that rest upon highway authorities in regard to motorists, and an epidemic of road repairing that seems to be everlasting adds importance to the subject.

A motorist cannot hold an authority liable for non-feasance, but it is otherwise in the case of misfeasance. In other words, the authority is not liable for leaving undone the things that it ought to have done, but is liable for doing improperly things that it does do. If you have the misfortune to lose your wheel in a super pot-hole, you cannot sue the authority for damages, but if the authority brings up a heap of material wherewith to extinguish your pot-hole, and negligently leaves it about on the road, so that you are unable to avoid running into it—then you have an excellent chance of suing the authority successfully. It may be a pity that failure to suppress pot-holes is not a criminal offence, but, if it were, one is inclined to think that most County Council Meetings would take place in prison.

It is more than probable that the recent Press campaign against motorists and motoring generally has been reflected in the number of verdicts of manslaughter that have been returned against motorists. Mr. Justice Rowlatt, addressing the Grand Jury at Cornwall Assizes, stated that in each of the three preceding counties in which he had administered justice there had been a conviction for motorist manslaughter. Whilst reckless driving is always to be deplored, it is most sincerely to be hoped that juries will not develop a habit of returning manslaughter verdicts against motorists who, although they have undoubtedly been to blame for a tragic accident, may, nevertheless, have been guilty only of an honest error of judgment.

Both city and suburban motorists will be glad to observe that something is being done in the matter of providing parking places for London's traffic. The Minister of

THE BUICK ENGINE.

TRIPLE-SEALING AN ENGINE.

The greatest enemy of the modern automobile engine is dirt. This may enter the engine in three different ways—through the carburetor, the oil, or the fuel. In the new Buick the engine is what is known as triple-sealed—that is, every possible precaution is taken to exclude dirt from the moving parts.

This triple-sealing consists of an air cleaner, an oil strainer and a petrol filter.

The air cleaner is used to insure clean air in the carburetor, insuring longer life to the pistons, cylinders, bearings, and sensitive carburetor parts, and the engine in general. Much of the sediment that is always present in the lubricating oil is due to dirt finding its way into the engine through the carburetor air intake. On the Buick, the air cleaner operates on the same principle as that utilized in the ordinary cream separator. That is, centrifugal force separates two elements of different specific gravity. The air is drawn into the engine, the cleaner gives it a rapid rotating motion. Centrifugal force separates the dust particles from the air. The spiral motion of the dust alongside the inside surface of the cleaner, brings it to the rear circular end, and it is forced through a small outlet into a removable container. The clear air moves spirally through the centre portion of the cleaner through a directing plate and leaves the cylinder in a straight line, to enter the carburetor.

An oil filter has been specially designed and developed for Buick engines which removes harmful sediment from the oil, and which, at car speeds of over 20 miles per hour, is capable of filtering all of the oil in the crank case every twenty minutes. This insures clean oil through all the moving parts. Large oil passages and low velocity of the oil going through 450 square inches of filtering surface provides efficient service by the filter under normal conditions for approximately 15,000 miles. The filter is located on the dash, and takes the oil from the oil system at the rear end of the motor, cleaning the oil before it goes to the rocker arm bearings. This filter in no way interferes with the oiling system of the engine, as it is provided with a by-pass so that in case of clogging the oil passes directly through the rocker arms.

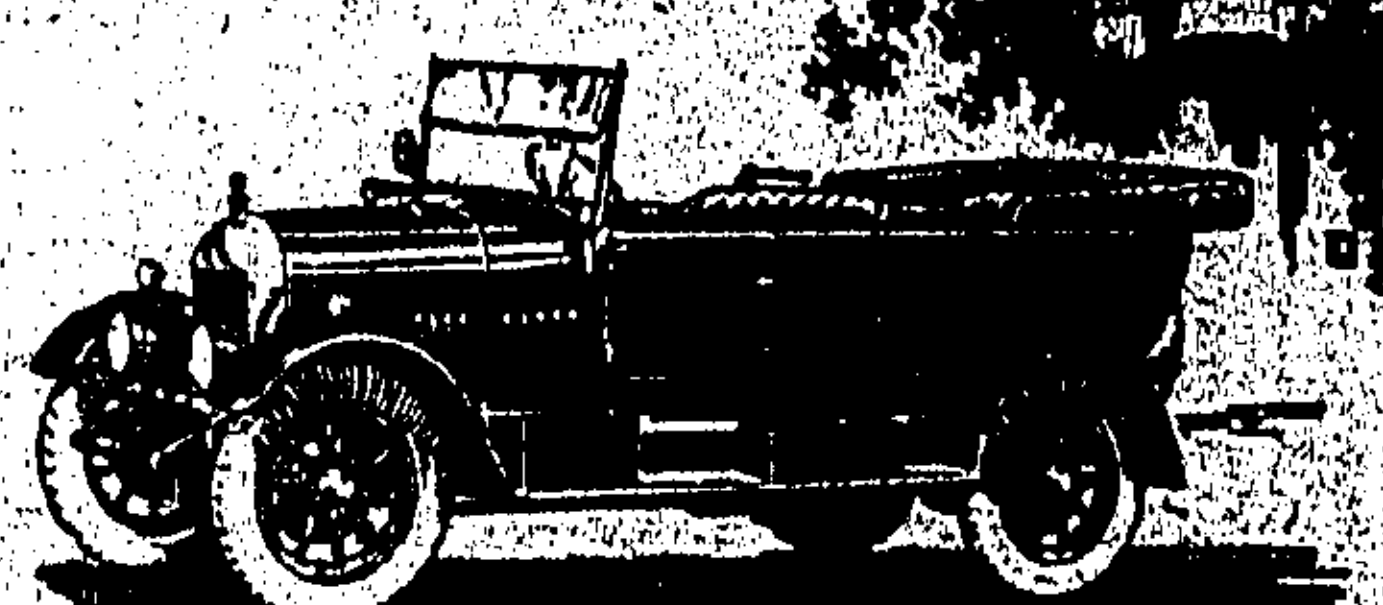
The fuel strainer is placed in the fuel line to prevent dirt and water reaching the carburetor. It is placed below the vacuum tank to catch any sediment which originates in the tank and to avoid the agitation of the petrol in the strainer when the petrol is dumped from the inner to the outer vacuum tank. The strainer is provided with a detachable glass bowl making the dirt and water accumulation visible, and with a shut-off valve for stopping the petrol flow when cleaning is necessary.

With all these precautions, it is very difficult for dirt and dust, as well as dust particles from the road, to get to the moving parts of the new Buick engine. As the reasons for wear in modern motor cars are done away with, it can be expected that engines will last long past the ordinarily accepted span of life for an automobile.

Transport has now issued some regulations which comprise, amongst other things, a list of authorised parking places, together with details as to the number of cars that can be accommodated and the length of time they may remain parked. The regulations (S.R.O. 1925, No. 905) cost only fourpence, and would probably be worth more than that to any motorist who parks his car in the City. They may be obtained from H. M. Stationery Office. Strong criticism may be directed against the regulations for the very good and sufficient reason that in no case is a car to be allowed to remain parked for more than two hours. The result of this restriction is obvious—where two parking places are in the same neighbourhood the termination of the two-hours limit will mean that cars from the first place will be driven to the second and vice versa. The police will be given really glorious opportunities for the daily exercise of their well trained stop watches. (By permission of The Morris Owner.)

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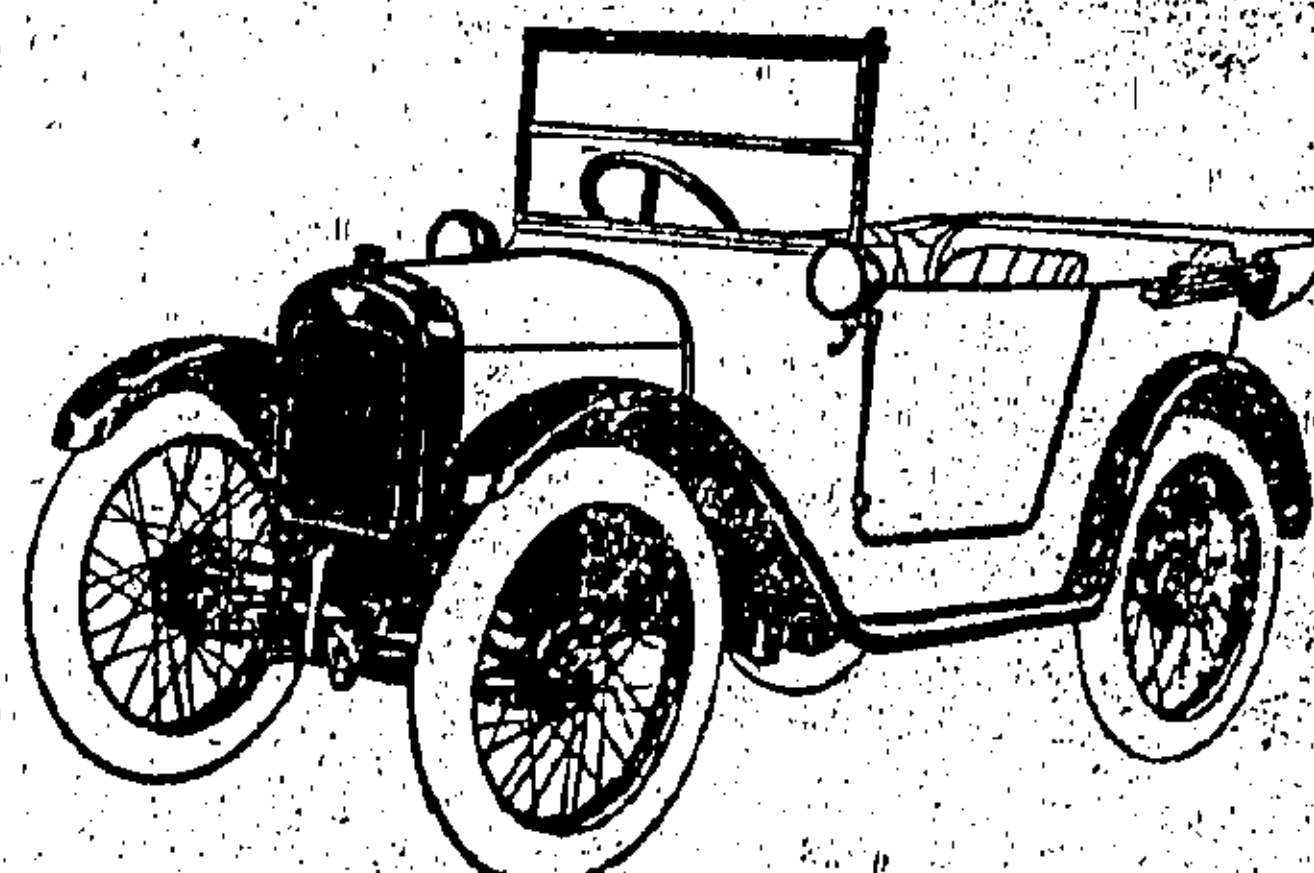


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32	617	S.H.K.	"	\$ 55.00	1
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100	615	J.F.	"	\$ 52.00	5
112	613	S.H.K.	WOOD	\$ 64.00	"
112	613	S.H.	"	\$ 63.00	2
135	615	S.H.	"	\$ 72.00	3
157	619	R.H.N. 2 S.	"	\$ 74.00	CADILLAC
160	617	S.H.K.	"	\$ 72.00	"
160	617	S.H.	"	\$ 80.00	6
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50	127	S.H.K.	WOOD	\$ 65.00	7
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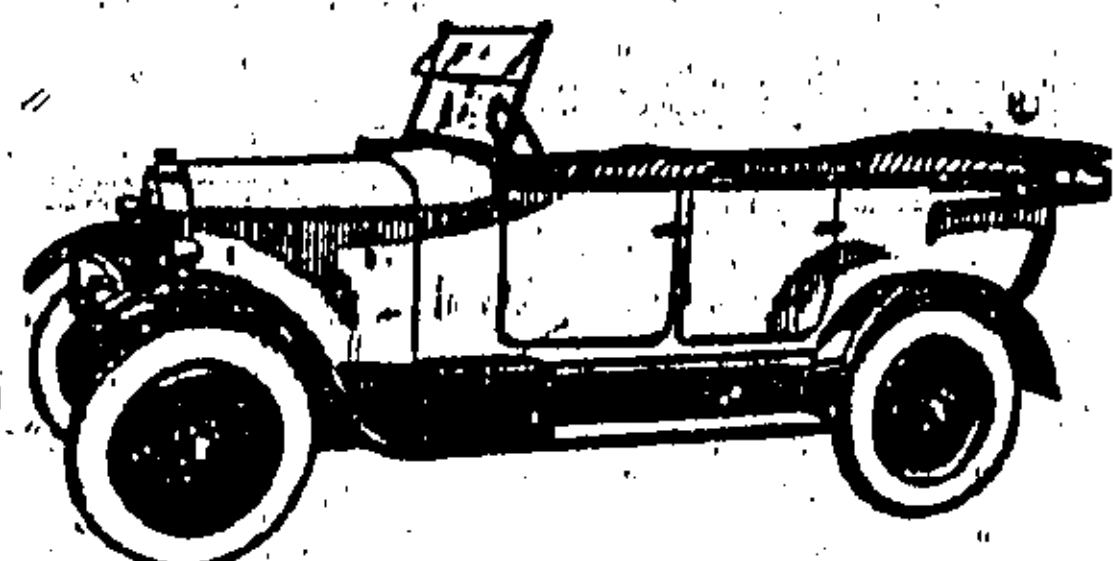
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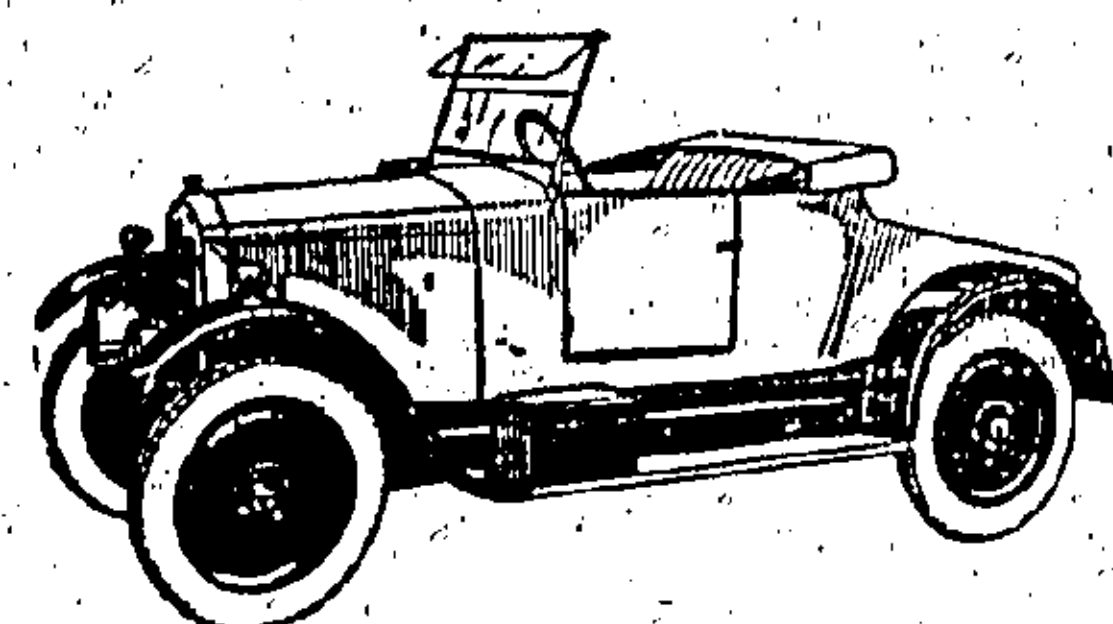
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

LIGHTS OF UNEQUAL BRILLIANCY.

Bulbs which are of inferior quality or of defective manufacture, those which have seen very long service, have blackened prematurely or which have accidentally been overburned, are less brilliant than new, clean, perfect ones and their use accounts in considerable measure for the marked variation so often observed between the brilliancy of the two headlamps of the same car.

Circuit Resistance Causes Voltage Drop.

But it is not only bulb difference which causes a car to have one bright and one dim "eye." Not infrequently this results from one headlight bulb receiving a higher voltage than the other, because of the loss of voltage from abnormal resistance in the circuit of one or the other of them, and no changing of bulbs will eliminate this defect.

Defective Lamp Grounding.

Each lamp circuit includes the lamp base, its support and the car frame and unless the lamp itself is tightly clamped, and the surfaces of the parts are clean and bright, there may be resistance enough there to cause quite a voltage drop and result in a dim light. In cases of a chronically dim lamp, detach it, brighten the surfaces that clamp together with emery cloth, replace it and tighten the clamping device very securely and a brighter light may result. All wire connections in the circuit should, of course, be checked up as to cleanness and tightness.

Gears Disengage.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Question: The gears of my car have been slipping out of high and second speed, of late, especially when sudden acceleration is attempted. Replacing springs in the locking plungers does no good. What can you suggest?

Answer: Probably there is excessive end play in the sliding gear shaft and when this is eliminated, you will have no further trouble. The roller bearings of this transmission are not of the tapered type and therefore do not resist end thrust, this being resisted by shims placed under the cap which retains the bearing in the front wall of the housing. By removing this cap and taking out the necessary thickness of shimming, the cap,

when replaced, will limit the end play to the correct amount and prevent the sliding gear shaft from "shucking" back and forth and jarring the direct drive clutch and second speed gears out of their locked position. End play should not be adjusted to less than 0.005 inch.

Testing A Generator.

Question: What is the best way in which to test a generator, to find out if it is working right? Recently I have had electrical trouble, which I lay to the generator itself.

Answer: Unless you have the required instruments and a convenient means for driving it, you better take your generator to an electrical service station and have them try it out on their test stand. The test stand provides convenient means for holding any generator, driving it at any desired speed, loading it to any desired degree and measuring its voltage and amperage. A "growler" test will indicate whether there is armature trouble and sparking and overheating can be conveniently observed. The charge for such a test should be very moderate and it will take but a few minutes.

Engine Noisy At Certain Speeds.

Question: When running "at speeds from 24 to 27 m. p. h." the engine of my car makes a noticeable noise, although at all other speeds it gives out only a steady purr. The noise I refer to becomes less when the engine has warmed up. The valves may need grinding, can this be the cause? What explanations of it can you suggest?

Answer: It looks as if this engine has a vibration period, lying within the above mentioned speed limits and that the noise is the result of this vibration. Unequal action among the cylinders, caused by compression and ignition inequalities and mixture irregularities often produce or accentuate vibration; and it therefore is possible that leaky valves are concerned in this difficulty.

Are you sure that the noise comes from the engine proper? Frequently, engine vibration at some definite rate, which would not be noticeable in itself, sets some other car parts into sympathetic vibration with the production of considerable noise, that may be erroneously attributed to the engine itself. The fan or any of the control rods or indeed any weakly supported parts may start shaking and simulate engine noise.

NEW MODELS

DODGE & GRAHAM BROS.

The following cable has just been received by The Dragon Motor Car Company, Ltd., local agents for Dodge Brothers, Inc., and for Graham Brothers, Detroit:

"New Type Sports Roadster is now available. A new Sports Touring model will be ready by April 1st, finished green lacquer with Gray Leather upholstery,

tan top, natural wood or disc wheels; also, a De Luxe Sedan, with Gray Leather, and gray mohair upholstery, and a Special Sedan, ready April 1st, in leather or Blue Velour upholstery. The new Model Graham one ton truck will be ready on April 1st, the list price being \$885.00 f.o.b. Detroit. This model is practically the same as present one-ton except for a four inch shorter wheel base, thirty by five Tyres all round, same dimensions bodies but not interchangeable."

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The 1926 is the Most Improved of Cycles.

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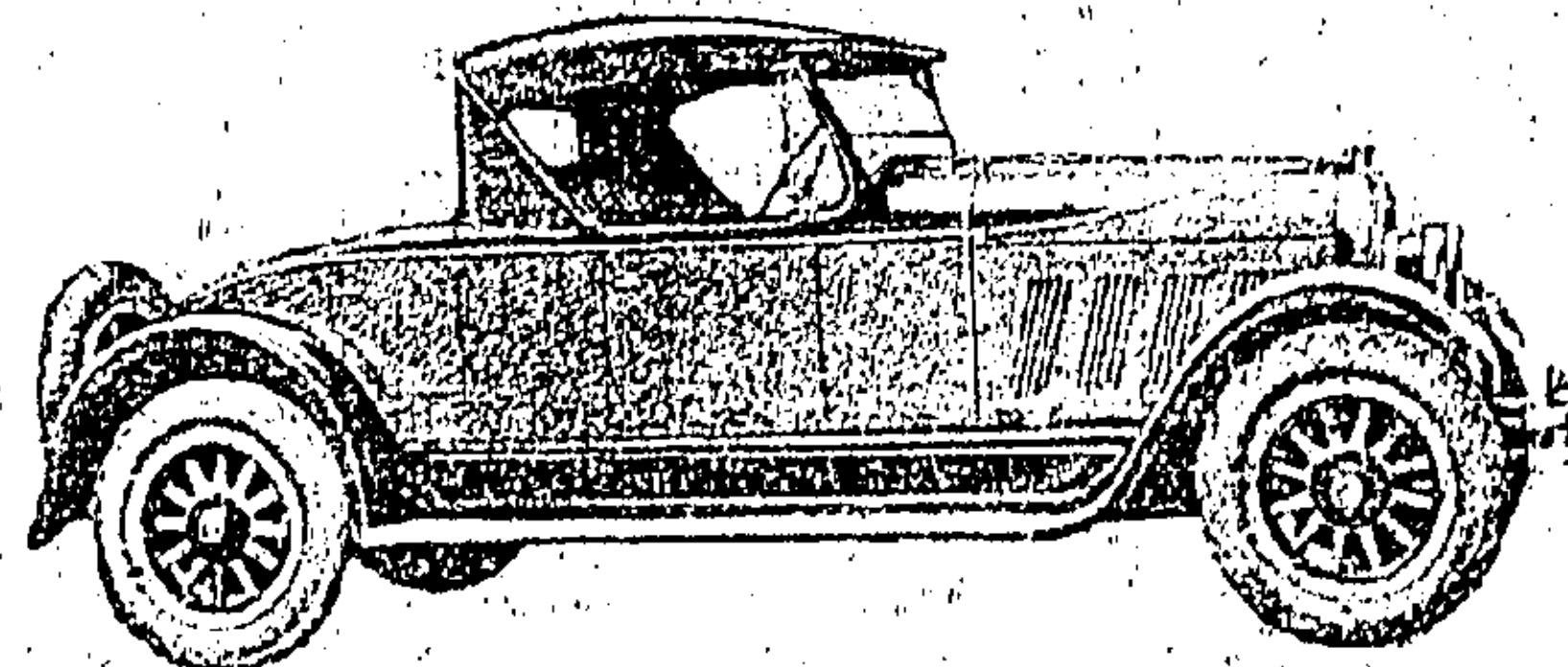
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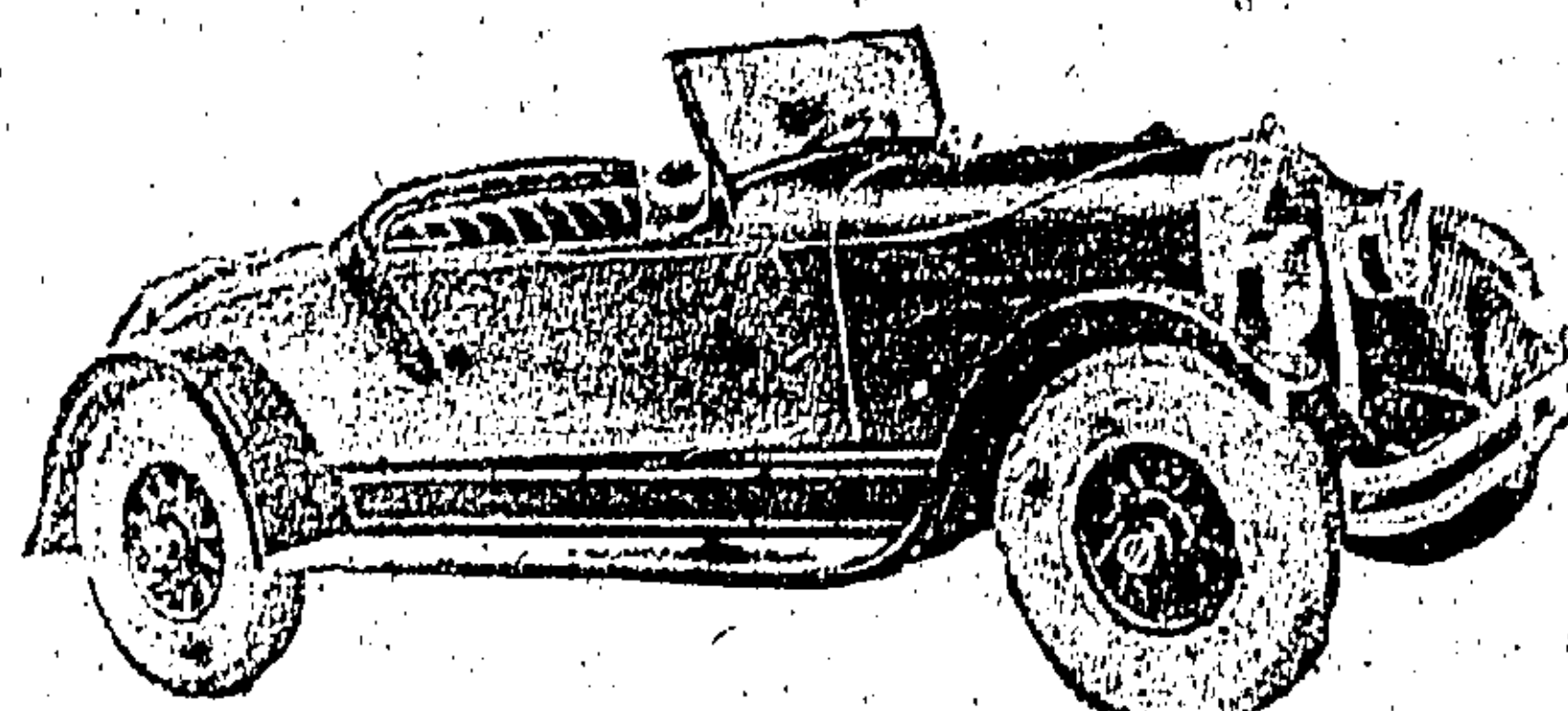
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THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping—tour—or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pop to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models, 120" wheelbase.

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THE CORRECTION OF FAULTY BRAKES.

SOME COMMON AILMENTS AND HOW TO CORRECT THEM.

Brakes which are addicted to the habit of painful squeaks and howls are a nuisance to a driver as well as to the man who happens to be following him. As the malady is fairly prevalent, it may be that owner-drivers can gain a few helpful hints from the following notes by an automotive engineer. Taking first the causes of "squeaky" brakes, these are listed in the following order:—

1. Improper adjustment of the brake lining, producing a squeak or screech when brakes are applied.

2. Loose bolts and toggles, producing a rattling noise, generally when the car is running free.

3. Foreign material, such as dust, getting between the lining and the drum or base, producing a pronounced squeak and scoring the drum or band. This may also be the result of protruding rivet heads, as the lining wears down, particularly in cases when steel rivets are used.

4. Faulty construction of brakes.

5. Inferior brake lining.

The most frequent cause of brake noise is due to improper adjustment of linings of the brakes. In case the brake connections are not properly adjusted, one brake will apply more pressure to the drum than the other, causing a squeak and giving the car a tendency to skid, or the lining itself may not be applied properly to the brake band which will also cause a squeak. The rivets may not be properly countersunk. On the external type of brakes the lining should be cut one-half inch longer than the inside circumference of the band, otherwise, when the lining is riveted, it will be stretched from rivet to rivet so tightly as to vibrate when the brake is applied. There should be as little tension as possible between the rivets. Just the opposite is true in the case of the internal type. Here the lining should be cut a little shorter than the circumference of the band and should be stretched as much as possible, but it is physically impossible to experience on internal brakes the squeak experienced on the external, as the conditions are wholly reversed.

Unequal Pressure.

The squeak may be caused by the wear of the connecting links of the band so that, when the brakes are applied, the pull of the brake rod is largely on one side of the band, which results in a hard pull on the one side and practically no pull on the other side. Sometimes the band is bent so that the lining touches in only a couple of places. Most linings will not squeak, provided that the entire wearing surface comes in even contact with the drum, but the instant the band is distorted, they will begin to squeak.

The rattling noise produced by failure to keep parts properly tightened up speaks for itself.

Should grit or some foreign matter embody itself in the face of the lining, a thorough washing of the face will sometimes overcome the trouble. Occasionally the face of the band or drum may be rusted. A common cause is the fact that the rivets may be protruding above the face of the lining, due to the latter wearing down.

The majority of car manufacturers have developed the braking devices in a scientific manner and very little trouble should be experienced. There are perhaps one or two, however, who have not gone into the matter deep enough. On such cars it will be found, in the majority of cases, that the brake lining will be worn much more in one place than in another. Perhaps it will be very much worn close to the ends, while at the opposite side of the drum practically no wear is visible. This situation has been attributed to the brake mechanism. By tightening the toggles and forming the band with a hammer so that it sets properly on the drum, this trouble may be reduced to a minimum. In some cases it has been found possible to overcome this trouble by the insertion between the lining and drum of rubber inserts.

Trouble from inferior linings is comparatively rare, although there is no question but what there may be some linings on the market which are not all that could be desired, when it comes to squeaking brake causes, for I understand that some linings do not lend themselves to a ready seating on the band and have a greater tendency to squeak than others.

To avoid trouble from brakes the main things to look out after are:

The brake lining should seat well to the drum or band and in the case of the external brake should not be under tension. The rivets should be well countersunk, and the band itself should conform to the drum. The brake rods should be properly adjusted so that the pressure on each brake is even and the toggles and nuts should not be so worn as to rattle or to apply pressure unevenly. Foreign material, such as dirt, grit, rust, etc., should be eliminated and a good brake lining should be used.

There is no doubt but what many automobile accidents are due to bad brakes. When one considers the force required to stop a car weighing a good deal more than a ton, and going perhaps 60 miles an hour, with a fabricated material applied on a drum or band, the diameter of which is, in many cases, only a few inches—the importance of the proper adjustment of brakes and the proper application of lining as well as the choice of that lining, is very evident.

A SUBSTITUTE FOR INNER TUBES.

GOODRICH SPONSORS. INVENTION TO REPLACE AIR-FILLED CASINGS.

The purchase of all patent and manufacturing rights to the Rubber Ace by the B. F. Goodrich Rubber company is considered by many in the rubber industry as an extremely significant step. The Rubber Ace is a specially designed tyre filler substituting for the inner tube inflated with air.

The acceptance of the air substitute idea by Goodrich is the first break from the ranks of the stand-

ard manufacturers on their position that there would never be an acceptable substitute for air in pneumatic casings. Goodrich may be qualifying its stand by recommending its new acquisition for commercial cars, but even this recommendation does not lessen the importance of their move in acquiring the patent and manufacturing right to his product.

The Goodrich company reports that an investigation of the Rubber Ace covering every engineering angle revealed so much of a practical value in the idea that they feel very optimistic over its future.

Even since pneumatic inner tubes have been used there have

been numerous futile attempts to invent something to continue the pneumatic principle but avoid the attendant difficulties that will always be imminent with air filled casings. Five years ago a Chicago engineer worked out a principle of injecting air into rubber and compressing the cured mixture into a casing form. Goodrich engineers followed the development of the invention and studied the results of its application to automobile tyres.

The idea successfully carried through the experimental stages and even to-day there are many of those original tyre fillers giving practical service. Investigation of the market possibilities by Goodrich sales executives reveal-

ed a definite need in the commercial car field. The Rubber Ace, as it was named by the inventor, provides a resilient effect almost identical to that provided by the high pressure pneumatic when operated at its recommended pressure. The inner tyre actually contains 47 per cent. air compressed in millions of tiny cells. The process for compressing the air into the compound was one of the main features of the patent rights bought by Goodrich. This process may, no doubt, be applicable to the manufacture of other products of rubber.

VARIABLE-TO-LOAD NEW TYRES.

Variable-to-load vehicle tyres are being successfully introduced in England. These tyres consist of a double filament. The inner tyre is inflated to high pressure. The outer section of the tyre is filled with a comparatively low air pressure.

It is claimed that this gives double the cushioning possible with high pressure tyres and the graduation helps to eliminate bouncing and causes the tyre to cling to and hold the surface of the road.

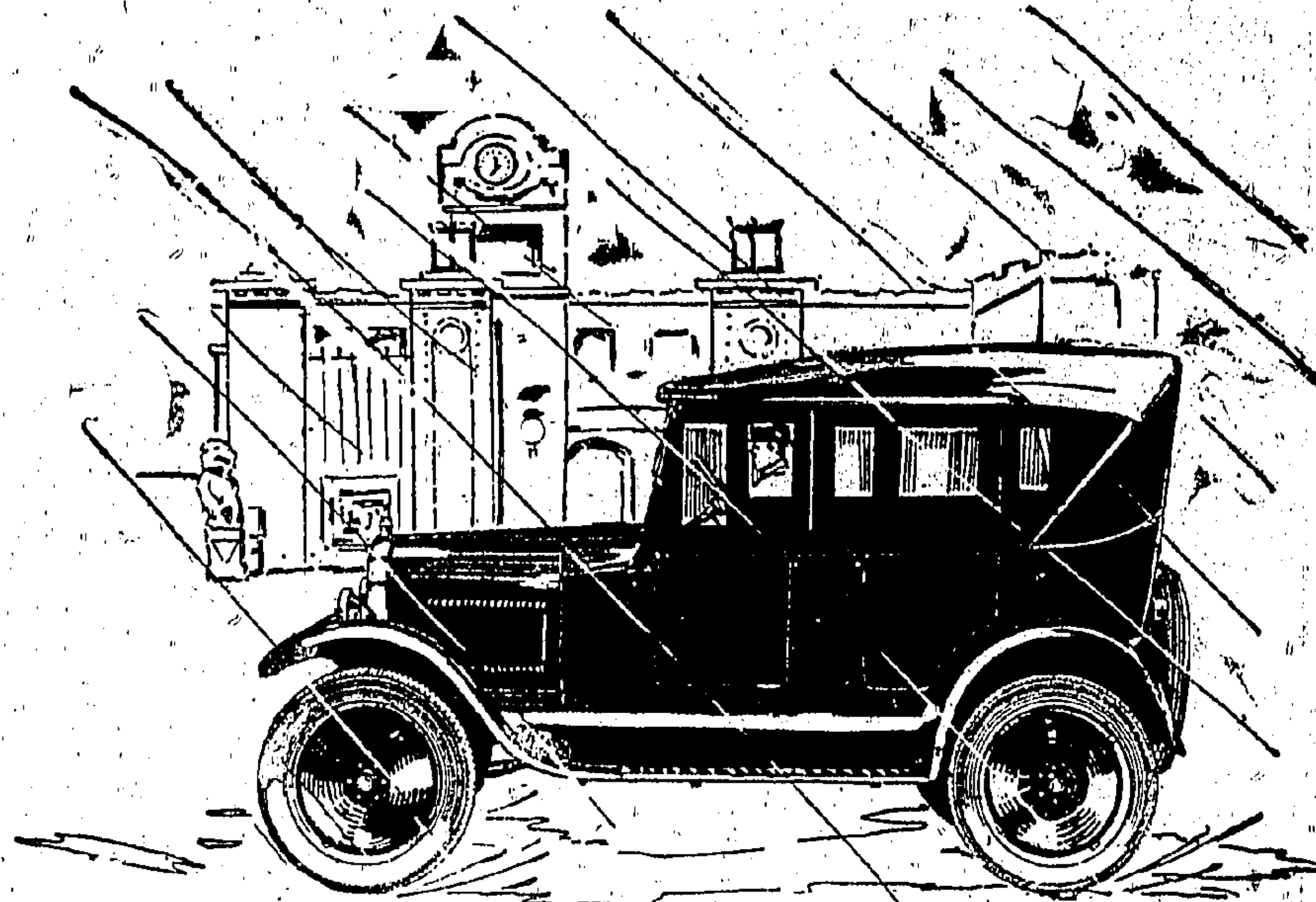
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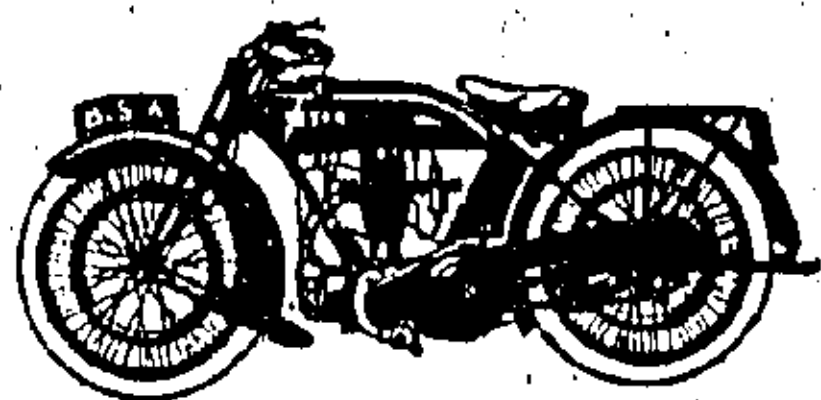
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Andrew Harper

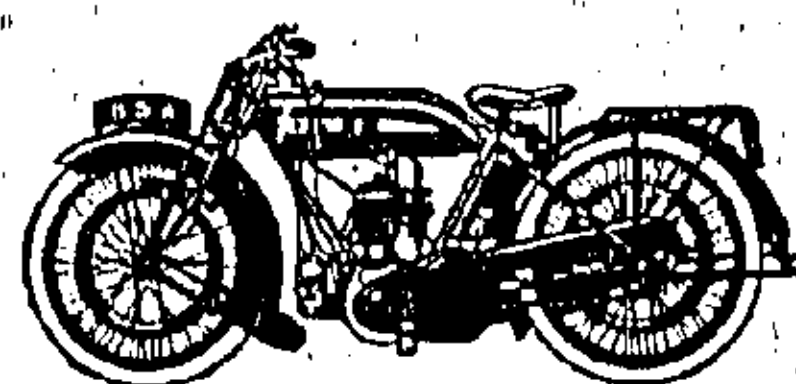
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Above are seen Sir Shou-sen Chow and Lady Chow, the former wearing the numerous decorations which have been conferred on him, including the insignia of Knight Bachelor, with which he was recently invested by His Excellency the Governor. (Photo: Ming Yuen.)

GUILTY STAINS.

By the Rev. G. R. Lindsay, M.A.

Is there such a thing as absolute forgetfulness? We know that often we remember things we thought we had forgotten. Some have suggested that perhaps in the future state our past will stand before us in absolute completeness. Whether this is true or not, we do, at any rate for present world uses, forget many things and wisely, so that we may remember the things more necessary. But what if we cannot forget? There is one religious sentiment which is the offspring of memory, that is guilt.

Guilt is the identification of an evil action in the past as the property of the author who is responsible. The sin may be old but some incident awakens the memory and the sense of guilt overwhelms. In most lives there are certain past actions which can never be remembered without shame. Many a one is dogged by an evil memory; some act in a period of mad folly, a malpractice in business, a corrupt influence over a companion which started him downwards, or the single slip in an unguarded moment. No matter what, it holds him like a leash. He sees the folly of it now, but the indelible fact remains. A guilty memory! what is the cure? Some would say "refuse to worry, turn the blind eye, and get on to the next business." But the sensitive mind wants the thing cured, not ignored, uprooted, not winked at. The error that many fall into is to try and kill the memory of the guilt, instead of the sin itself. Thousands endeavour to stifle the memory by drugging their minds

against remorse and sorrow. They fly to company, mirth, and pleasure, as narcotics. But, the whole thing is futile for this method deals with the memory alone, and when a man sins he defiles his whole nature, it becomes a moral problem.

Is there no process available and adequate? Must we drag on with a memory loaded with the guilt of every fall? Is there no process by which we may look up into Heaven again and become new creatures, and "enjoy delicious liberty"? Yes, there is Christ's process, full and ready confession to God and any we have wronged. "If we confess . . . He is faithful and just to forgive." "I, even I am He that blot out thy transgressions, and will not remember thy sins."

This is the answer of love to human need. Judgment deserved but mercy given. The instant we truly confess, absolving love wipes the guilt away.

"He forgave me and I could not speak," "His mercy choked me." This is what the Cross means, the satisfaction of the vexed conscience; God and man are made one again. The language of a well-known hymn, though highly metaphorical, expresses the great reality: "There is a fountain filled with blood, 'Drawn from Emmanuel's veins, 'And sinners plunged beneath that flood, 'Lose all their guilty stains."

FRAUD CHARGE.

WITHDRAWAL OPPOSED BY POLICE.

Two hundred bags of sesamum seeds, of the approximate value of \$3,000, figured in a charge of fraudulent conversion in respect of which Fong Chak-man, manager of the Tai Yau firm, 195 Bonham Strand, was to-day remanded by Mr. R. E. Lindsay at the Central Magistracy.

Mr. Leo d'Almada, who applied for the adjournment, said he had applied to the Captain Superintendent of Police for the withdrawal of the case, but, this having been refused, he had no option but to continue with the case.

The goods were returned to the Tai Yau firm, with the exception of a small bagful, retained by the police for the purposes of the case.

FALLING FRANC.

ANOTHER LOW RECORD.

London, March 26. French francs on London have dropped to a new low record, closing at 141.30, on selling believed to be emanating chiefly from Paris.—*Router.*

DUTCH INDIES.

NEW GOVERNOR-GENERAL APPOINTED.

The Hague, March 26. Jonkheer de Graaff, ex-Minister to Tokyo, has been appointed Governor-General of the Dutch Indies.—*Router.*

TELEPHONE MEN ELECTROCUTED.

FALL ON LIVE RAIL.

Lashed to a telephone standard which snapped, two Post Office engineers were thrown 100 feet on to a live electric rail outside Farringdon-street Station, London, and killed. They were—F. G. Meritt, of Catford, and A. W. White, of New Cross. Both were married.

White was electrocuted, and died instantly. Meritt died later in hospital. A third man who was standing at the foot of the standard had a narrow escape. He was flung through a window, but except for shock was uninjured. The telephone standard was built upon the roof of a five-story building which overlooks the railway line.

Train's Narrow Escape.

A number of wiremen arrived about 9 a.m. to mend some wires, and two of them had to ascend this standard. Without the slightest warning the base gave way, and women shrieked as the pole, with the men lashed to it, crashed over the parapet. All the station lights went out, traffic was held up for 20 minutes, the current was short-circuited, wires were torn down, and a train filled with passengers waiting in the station had a narrow escape. A minute later and the train would have smashed into the pole, which lay across the metals.

It was some time before the bodies could be reached. Flashes of light illuminated the station until the current was cut off, and when the police and ambulance got to the fallen men they found them terribly burned by the live rail. The pole, with a few strands of the stays attached, was taken charge of by Post Office officials for investigation.

Women have not yet won the vote in France, although they can and do practise at the Bar, and if a Frenchwoman is always ready to discuss politics, as she is ready to discuss anything, the general indifference about suffrage is such that the question is not likely to burn until the excess of women over men, which is already bringing it to the front, becomes even greater than it is at present. Through an administrative anomaly, however, two women are already sitting as municipal councillors for a commune in the suburbs of Paris. Their election was officially annulled, but they appealed, and until the appeal is heard they keep their seats. One of them would even have been appointed as a delegate of the commune for the election of senators if the Prefect had not stepped in to declare the appointment void. It may be mentioned that the ladies in question are Communists.

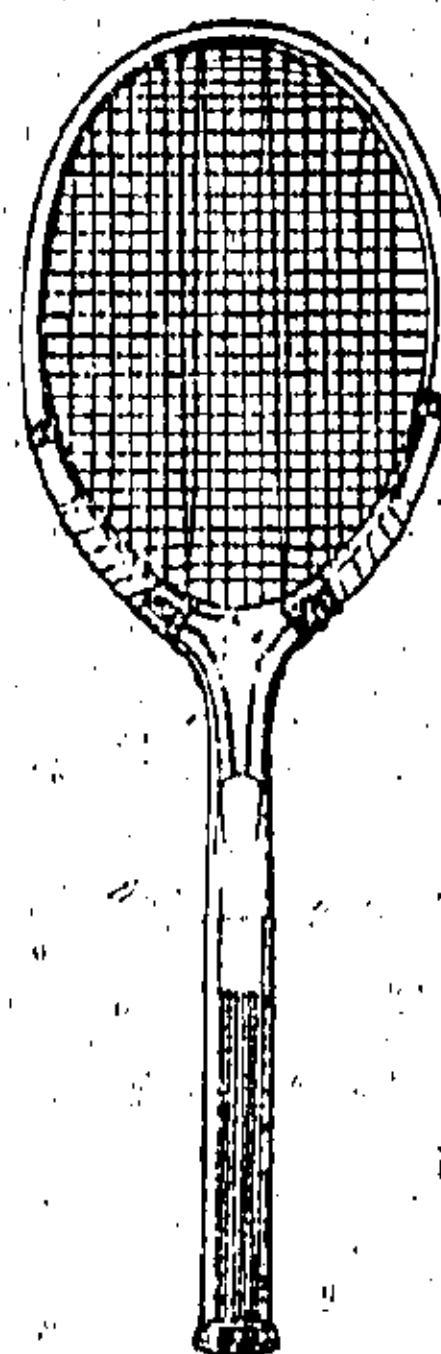
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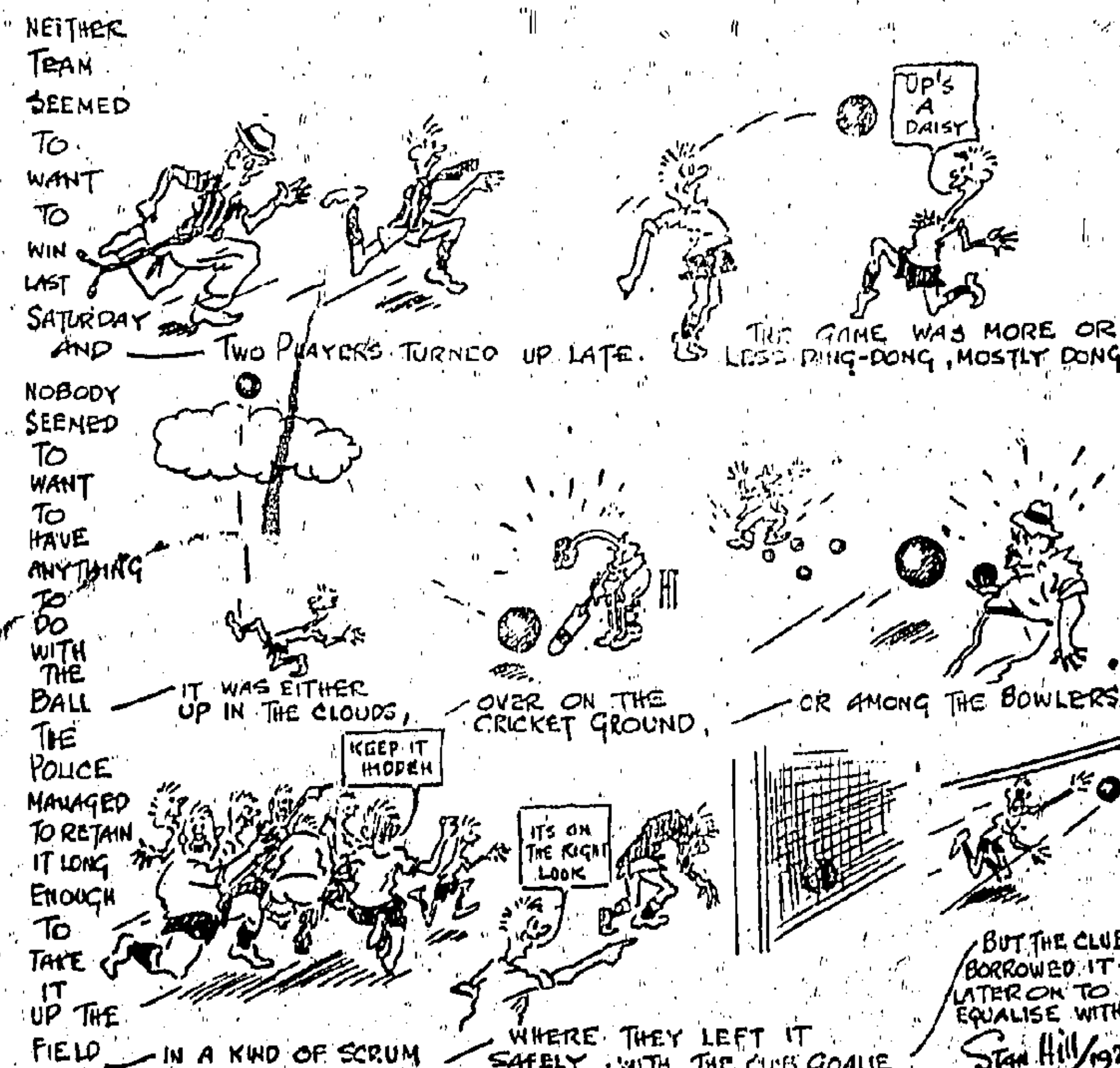
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MYSTERY PEAK OF TIBET

GERMAN CLIMBER'S ATTEMPTS.

Tachienlu, Feb. 13.—Is the Ganggarla, in eastern Tibet, the highest mountain in the world? Some who have viewed it from an altitude of 15,000 feet declare that it is 30,000 feet. Of course, it has not been scientifically measured.

There is considerable dispute and no small amount of speculation as to the actual situation of the Ganggar. Some maintain that this gigantic mountain can be seen from the Chengtu plain and that it is situated in the Chien Chang valley on the way to Yunnan. Others have seen it from different points of the compass and all agree that it is an exceedingly high mountain. The question is, Is the Tzu-Mei-shan of Major Davies' map the Ganggar? Or, is the snow mountain below Zong Zha, and given on the map as 17,000 feet, the Ganggar, the surveyor having failed to take in to account the height of Zong Zha, which is 12,000. If this snow mountain is the Ganggar, that would give its height as 20,000 feet. Another question, Is the glacier seen from Faomashan, Tachienlu, and towering above the Ya Ja Gon, the height of which is given as 21,000 feet, the same mountain which can be seen from Zong Zha.

In eastern Tibet there are two very high mountains which rise to the vicinity of 25,000 feet, perhaps higher, and are known by the Tibetans in Minya as the Zhara, the male and the Gangga, the female. The Zhara lies to the north and the Gangga to the south and the Tibetans say that the Zhara, the male, is the higher of the two mountains. Physically, they both form part of the high snow ranges which divide China from Tibet. Seen from points 15,000 feet high there are three distinct and separate snow groups, the Zhara lying to the north, the Gangga lying to the south, and the Wali lying to the east. Two years ago four Europeans crossing a pass in Minya 15,000 feet high obtained a magnificent view of these snow ranges and the impression left on the mind without any actual measurements was that the Ganggar might be higher than Mount Everest. The Ganggar is a mighty peak and shoots high above the surrounding range.

GERMAN MOUNTAINEER'S OBSERVATIONS.

A few days ago, Mr. Marggraff, a German mountaineer, with con-

siderable experience in Alpine climbing, visited Tachienlu and determined to try and make a rough measurement of this snow mountain. Going two and a-half days beyond Tachienlu he spent three days at Zong Zha. Unfortunately the weather was not favourable. However, he got some prismatic readings and one vertical or rather two readings. The prismatic readings from Tachienlu and Zong Zha, 191 and 145, respectively, might easily give the situation of the mountain as the Taumolsan or the snow mountain marked 17,000 feet below Zong Zha.

Mr. Marggraff, as far as we know, is the first European to make any attempt to measure this gigantic mountain. With his Alpine experience, he was inclined to put the mountain nearer and lower than the other Europeans who have seen it. This German mountaineer showed tremendous enthusiasm in this "white glacier" as the Tibetans call it, and climbed the mountain around Tachienlu to get a view of it. A party of Chengtu University men has planned to come in and scientifically measure the mountain, but the disturbed and unsettled condition of the roads and country has made this impossible.

Mr. Marggraff, who has spent many years in Samoa and Java, has usually found in the native administration, when any point of difference has arisen as to height or distance of any object, that the natives are generally right. Time and again, and under repeated questioning, the Tibetans in Minya have maintained that the Zhara, the male mountain is higher than the Gangga, the female mountain.

One peculiar thing about both these mountains is their modesty. Only occasionally and under very rare conditions will they come into public view. It is possible to be in the direct range of the Ganggar for ten days and never see it once. The two peaks are frequently enveloped in mists up to 20,000 feet and what is seen above is seldom believed to be mountain at all. The American Geographic is well known for its beautiful photographs and these may yet reveal to a wondering world the height and grandeur of the Zhara and Gangga.

The Zhara is known by the Chinese as the "sea son mountain," there lying around its upper reaches a number of inland fresh water lakes. This snow mountain is also the rendezvous of one of the fiercest robber bands on the Tibetan-Chinese border.

There is now some talk of Mr. Joseph Rock, the American

ANOTHER LONG FLIGHT.

PLANNED BY IRISH FLIERS.

London, Mar. 3.—Ireland has entered the international competition for the honour of flying a heavier-than-air machine from Europe to the North American continent.

Plans are in progress for an attempt to be made in July under the direction of the Irish Free State Air Force. The start will be made from Clifden, on the west coast of Ireland. That is the spot where Alcock and Brown landed after their remarkable flight from Newfoundland in 1919, and taking off there on their westward journey the Irish will pay homage to those hardy pioneers of Atlantic flying.

The Irishmen's machine will be of British make. The particular plane has not been chosen, but it probably will be a heavy bi-plane equipped with three 400 h.p. motors. It must be large enough to carry a heavy load of gasoline and oil. The crew will consist of two pilots and a navigator. Colonel C. F. Russell, commandant of the Free State Air Force, and himself a skilled pilot, probably will be chosen to command the flight.

The Irish plan to take the same course, with the direction reversed, as that travelled by Alcock and Brown. The distance of 1890 miles was covered by the Anglo-American crew in 16 hours and 12 minutes, but the Irish expect to require between 20 and 34 hours. Alcock and Brown had the advantage all the way of a tail wind, which the Irish heading westward will have to nose into. They have chosen July because weather conditions should then be less disadvantageous.

The Irish will have a greater safety margin than Alcock and Brown in their bi-motored Vimy-Vickers. With three motors they can risk the failure of one and still sustain flight.

traveller, coming to the frontier here on behalf of the American Geographical Society. Fully equipped and well financed as his expeditions are, there is now some hope that this great snow mountain may be measured. Mr. Rock has done much geographic work in the Yellow Lama's country to the south of the Ganggar and from that point he may have seen this high mountain. Should it prove, as some maintain, that it may be 30,000 feet high there is something in store for mountain climbers. —N.C.D.N.

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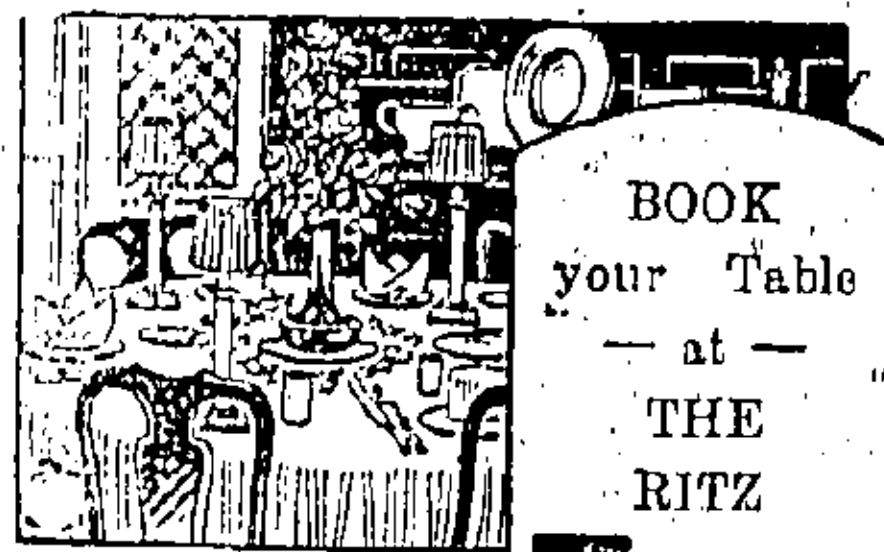
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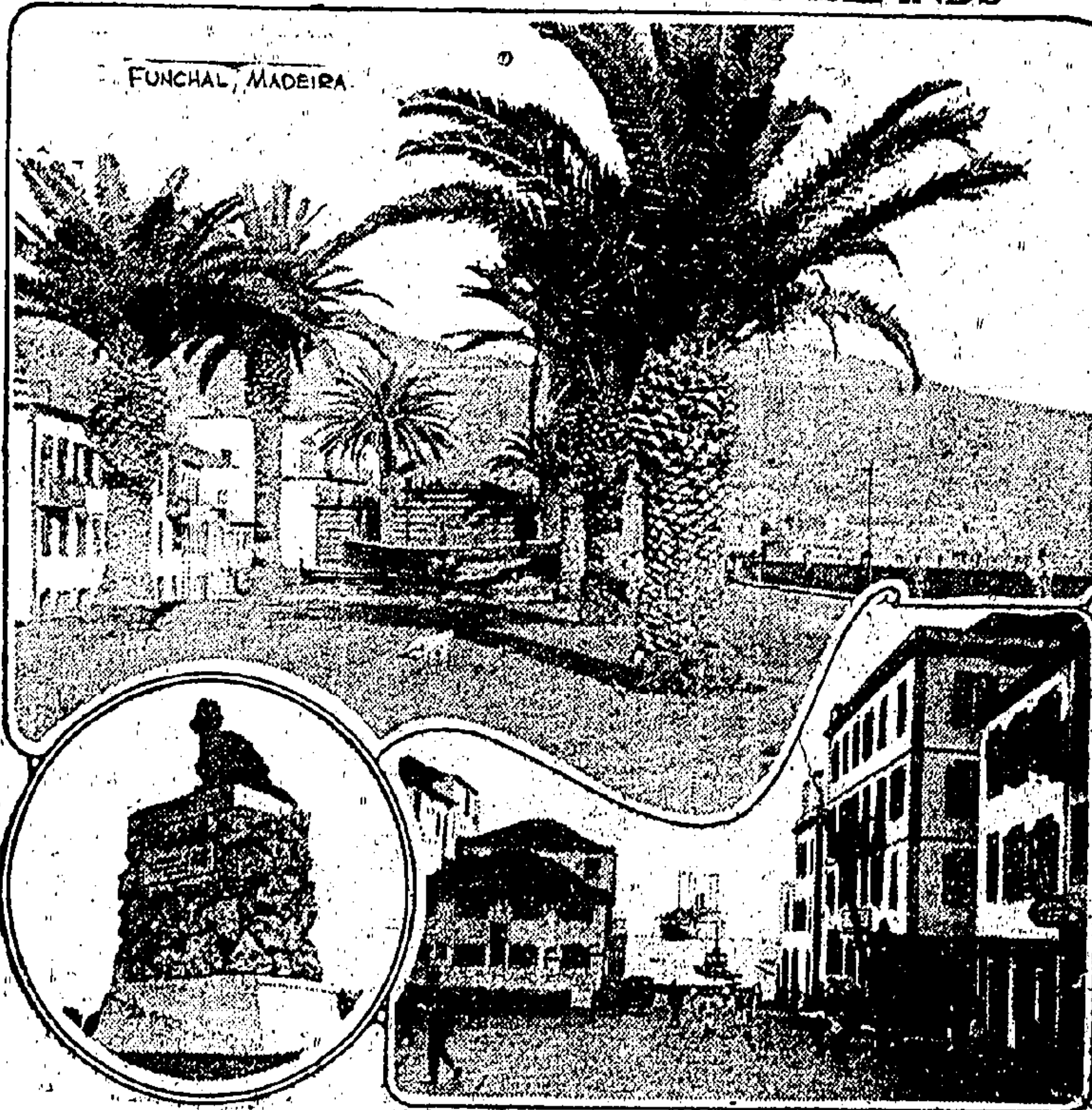
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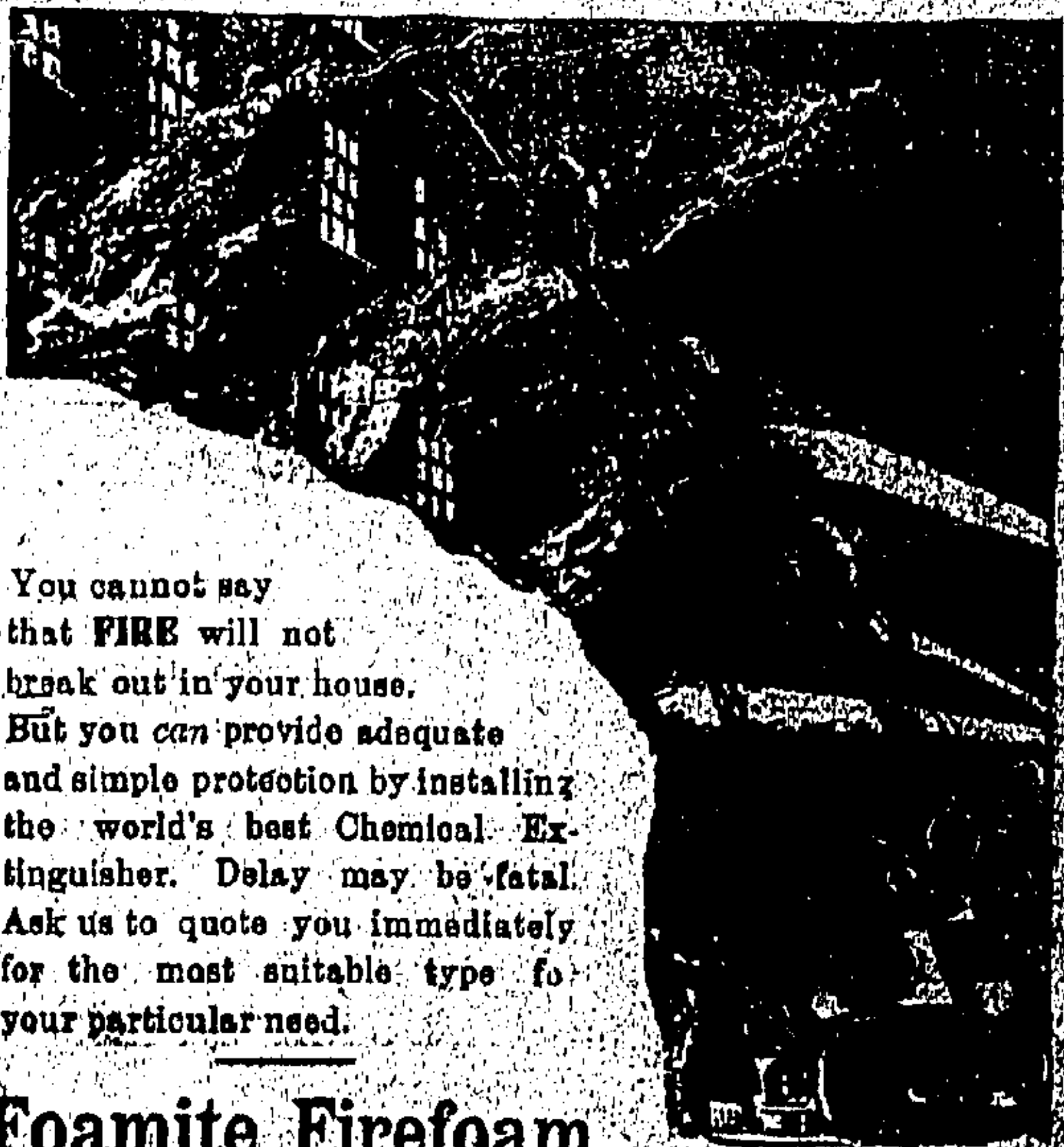
Statue of Zargo, Funchal

To buy or not to buy—that is the question. 'Tis a simple question to answer at the Madeira Islands, where cruise boats usually make their first stop, because everyone knows the fineness of the embroideries which have done so much to advertise the pretty little islands where Columbus chose his wife. The difficulty is which of the thousands displayed should be selected. Madeira luncheon sets, pillow cases, tea cloths and doilies are both attractive and practical, and if you have tiny friends or petite nieces at home, you will not be able to resist the adorable little baby dresses of the sheerest linen and daintiest embroidery.

Empress of Scotland in Madeira Bay

At Funchal, first stop of the Canadian Pacific liner "Empress of Scotland" on its Mediterranean cruise, there are dozens of shops where this embroidery is sold. The natives also make intricately woven baskets and reed furniture, but furniture is not easy to carry round on a cruise, and even baskets are somewhat cumbersome, although there is scarcely any limit to the amount of luggage long suffering steamship companies allow their passengers. It is in the narrow streets of Funchal, paved with small, round topped stones laid in geometrical designs, that the tourists' usual makes his purchases. Sometimes, if luck is with you, you may be able to buy an exquisite piece of hand-

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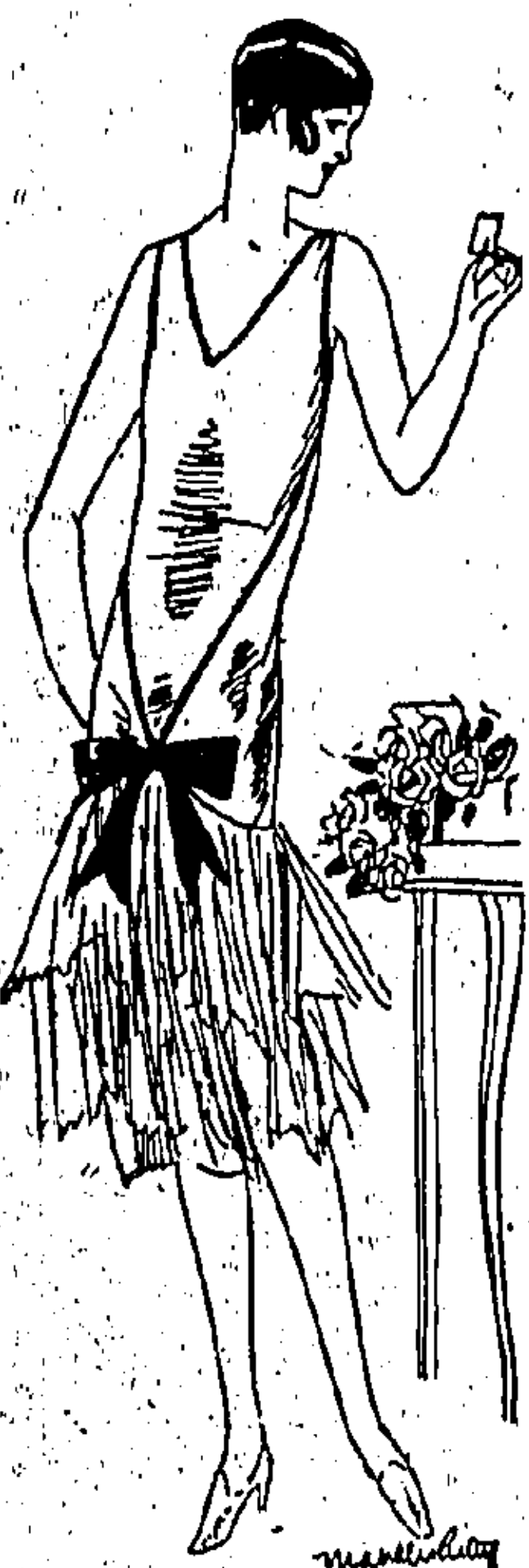


Pictured above is Miss Milne who is the only daughter of Sir George and Lady Milne. Sir George was recently appointed Commander-in-Chief of the British armies.

THIS WEEK'S RECIPE.

RASPBERRY PUDDING.

Two teacups bread crumbs, 1 teacup each chopped suet, sugar, raspberry jam, and milk. Mix well, then add the whites of 2 eggs beaten to a froth, and mix again. Steam for an hour and a half.



A very long bodice contrasts its slenderness with a most fly-away skirt that is made of three thicknesses of chiffon. The bodice strikes a new note by its upward curve towards the front. The bow and bindings are of deep lavender that accents the deep lavender of the frock itself.

IN THE FASHIONABLE HOME.

The latest beds are reminiscent of an old-fashioned divan with a deeply-curved top. The whole affair is made on very low lines, with the end curving upwards. Gilded wood is well to the fore, and brocade or tapestry is responsible for the upholstery. Bedsprings covered with tiny flowers and ribbon are popular.

Novelty clocks are holding the jewellers' attention at the moment. A design of two crystal pillars supported a black enamel clock set with diamond hours and hands. Another design was supported on the backs of a pair of sea-green porcelain dolphins, complete with ruby eyes. The clock itself was an oblong piece of crystal, with the hours set in diamonds arranged in a straight line instead of in the hitherto unchallenged circle. A novelty is a special baby's washstand, a miniature affair which can stand on a table while in use. A gaily painted wood is most in demand, with a small china basin, jug and soap dish designed to match. There are two drawers to hold toilet accessories, and another small let-down one at the side for pins, etc. A cupboard under these can be used for clothes, or any odds and ends.

DANCE DRESSES.

For evening wear, fluffy little petal dresses, which dance with every movement of the wearers, accompanied by the inevitable scarf, are very much in fashion. In black, they are very chic, and the Parisienne knows exactly how to manipulate the accompanying scarf to her advantage, that the ensemble is fascinating to a degree.

These black chiffon dresses, make a charming background for the ropes of pearls which the girl of to-day winds round her arms and body, in a manner that is fast becoming a fashion.

FASHION'S MODEST MOOD.

Every spring brings forth its new favourite colours. In the forthcoming spring delicate shades will be in fashion, powdered, faded, or smoked. Harsh colours will no longer prove acceptable to the majority of women.

The motive for the change is easily to be explained. The face has to match the dress; the more pronounced the colour of which the more pronounced became the make-up. And so we had an epidemic of vamps, and even women whose appearance was unsuitable to the role forced themselves into line with the rest.

A COMMONSENSE HEALTH DIET.

[BY A WOMAN DOCTOR.]

How many housekeepers, excellent cooks though they may be, have the least idea of what the diet of a healthy human being should consist?

In most instances the young wife models her meals on those she used to have in her own home, "like mother always did." But—mother may have erred!

Without being a food faddist in any sense of the word, there are a few elementary rules that every housewife should bear in mind.

"EAT MORE FRUIT."

For instance, in how few of our modern households does fruit figure on the breakfast menu. And yet the morning is the ideal time for eating it.

Light breakfasts should be encouraged, abolishing (if the head of the house will permit) the time-honoured bacon and eggs. Substitute a good plate of porridge in winter, and some lighter cereal preparation in the summer, to be followed by brown bread and butter, marmalade, and always fruit. "Eat more fruit!" should be our daily hymn.

The housewife should remember that strong tea and coffee should never be drunk with heavy meat meals. This "indiscretion" is one of the commonest causes of chronic dyspepsia, and—dare I write it?—red nose.

She should avoid pure white bread, from which most of the nourishment has been removed by excessive refinement, and provide brown or wholemeal instead.

"BOILED TO DEATH!"

No meal is complete without either fresh fruit, green vegetables, or salad. But in many homes such greens as are provided are ruined by overcooking. Do not boil your vegetables. Always steam them, so, that all the valuable salts which they contain may not be thrown away with the supposed "refuse."

They are not appetising or nourishing after they have been boiled to a mash, and should be served whole so that a fork can just be inserted into them.

If steaming is impossible then the water should be kept for soup or gravy, thus avoiding the waste of good material.

TOO STARCHY.

Many people partake in their diet of too much starchy food, and it is generally the fault of the caterer for not balancing her meals more carefully.

After a steak and kidney pie and much potato, she will serve apple dumplings or a boiled pudding, thus incapacitating most of the family for the rest of the day. A light sweet such as a jelly or fruit would be much more suitable, as avoiding too much "strain" upon the digestive organs.

Too great an abundance of meat is another fault. Once or at most twice per day is quite sufficient; and the usual proportions of meat and vegetables, served in a restaurant should be reversed, halving the meat and doubling the vegetables.

Lastly, everyone should be encouraged to drink between meals or after them, and abolish the practice of eating and drinking at the same time.

These few simple hints are the foundation of a "health diet," based upon common sense. In their practical exposition by the housewife, there may be found plenty of allusions to the "fashions" of the day.

LOUNGE FURNITURE.

The lounge is the modern successor to the one time "parlour," and the later drawing room. It is a room for use; a room of comfortable chairs and pleasant pictures. It has to be all things to all people, for it serves so many purposes.

The carpet is subjected to the hardest wear, so delicate hues and plain felts that show every mark should be passed in favour of the thicker piled varieties such as the Indian carpets which almost wear themselves clean.

It is better to forego many things for the sake of the deep luxurious chairs and chesterfield so necessary for comfort. If the room is too small to permit of several upholstered chairs, the number may be made up with the attractive room woven chairs that are made in various bright colours. They neither crack nor tear clothes, as do wicker chairs, and they are designed to give real comfort, besides adding a pleasant note of colour to the room.

Take the precaution of having the table top covered with plate glass. Then if a cigarette is accidentally left, no damage can ensue. Delicate vases and ornaments are out of place and will prove a nuisance.

Let the cushions be many and gay and not too expensive.



Students at Texas State College for Women, Denton, Texas, could not decide which of these four so-called prettiest girls are: top to bottom, Amy Bass Smith, of Denton; Lucille Christian, of Dallas; Hattie Lee Eddy, of Killebrew; and...

FROCK OF NET FOR BABY.

The latest fad for a smart baby is a net frock worn over a slip of pastel coloured silk.

This net model is ornamented with braid embroidery of the very fine silky order, and worked very much as it is on our own clothes in little ridges. A bonnet to match is, of course, quite essential, and the finishing touch is a coat of fine cloth to match the colour of the slip.

HOW MISS 1926 WILL WALK.

What is the walk to be this year? That is the question in every woman's mind before the year's fashions are launched and the walk which goes best with them has been definitely outlined.

For the walk is just as important as the clothes, and the trained mannaquin knows that she must match her step to the gown she wears—and not only her step but the carriage of her whole body.

This art is one worth cultivating by any girl or woman who wishes to appear smartly dressed. And upon it will depend a much greater degree of the admiration she excites than upon the mere clothes she wears.

The fittas have decreed that this year we must carry our heads high with the body erect. This suits the freedom of the present styles. The short skirt leaves the legs unhampered, so that an easy, graceful walk is not only possible, but desirable. It harmonises with the frankness and simplicity of the modern girl and her clothes, but there is an ease and grace about it which gives no suggestion of stiffness.

For many reasons it is infinitely preferable to the "droop" and "slouch" we have been the victims of for so long. It is healthier. There will be no more round shoulders and hollow chests, and lungs will have proper room for expansion.

It will be more elegant and graceful because it is natural, and though dignified, should express no disdain. For those who can acquire it, it will mean an added charm and a poise essentially feminine.

YELLOW FOR BREAKFAST.

Buttercup yellow or bright orange is the right colour for the breakfast table, when nerves are on edge and the senses crave for sunshine (says a *Daily Telegraph* writer.) Breakfast is the meal that really needs the most care in preparation—though it seldom gets it—and lukewarm tea, bacon as brittle as glass, and flabby toast are too many people's portion. By lunch time most of us are feeling brisk and business-like, and at dinner the lamps are lit and a pleasant evening looms ahead; but breakfast has none of these artificial aids and must succeed or fail on its own merits. While the day is still untired, all one's work and worries still to come, the mind is peculiarly open to impressions. More people than admit it feel "a sense of dread or nervous apprehension in the morning which breakfast can do much to soothe or aggravate. Bright yellow is not only cheerful in itself, but has a mysterious reassuring quality very grateful to the nervy temperament.

A white breakfast-cloth is cold and cheerless in the early morning, but a checked white and yellow is gay, or a plain orange linen. A jar of marigolds adds a further touch of brightness to the table, and the breakfast service should harmonise. There is a great variety of china in yellow or orange. One very attractive service has a very deep cream background and cherry design in bright but subdued coloring, and a white service with a bold impressionistic pattern of fruit in yellow, orange, and a soft brown. Black is both cheerful and artistic. Another friendly pattern is painted on the plain buttercup yellow with the pattern of a...



Miss Helen Doty, Dallas, performed the Charleston before a big audience with 72 pairs of stockings made into the costume shown above. The whole costume cost about \$150, and has 31 different shades.

A LAMP-SHADE IDEA.

Effective and inexpensive lampshades are easily made from pleated chintz. Pick out a frame and wind the wires with narrow silk binding in a shade matching the colour of the chintz.

The chintz should be cut in a strip two inches wider than the height of the wire frame, and three times as long as its bottom circumference.

Bind the top and bottom of the chintz with flat ribbon in one of its predominating tones, or, if you prefer, a contrasting tone. Have the strip accordion pleated, and a small hole punched through each pleat, about one inch from the top.

When a small silk cord of a colour to match the ribbon binding is run through these holes, the shade can be shaped to the frame, the cord tied to hold it in place, and the ends of the chintz lapped over and fastened.

Then the shade is ready for a coat of shellac, and, when thoroughly dried, for use.

THREE BEAUTY HINTS.

Before dressing for a dance massage the feet and ankles with a few drops of spirits of camphor or eau de Cologne. Then dust with a little talcum powder before putting on the stockings. This will remove all traces of fatigue and keep the feet cool and fresh all through the evening.

Hands that have a tendency to become hot and moist during an evening's dance should be sponged, especially over the palms, with very hot water to which a few drops of toilet vinegar have been added. Then dry the hands and rub all over with a little very finely powdered orris root.

Before applying complexion powder, sponge the face, neck and arms with a little warm milk, allowing the milk to dry on the skin. This will make the powder adhere more closely. After applying liquid powder, allow it to become perfectly dry, then dip a piece of soft chambray or gauze into the powder bowl and rub over the skin, rubbing lightly all the surface is perfectly smooth. Then dust over with a fresh piece of chambray or gauze.

CHIVALRY AND NAIVETE.

Now instead of the face matching the dress, the dress is to match the face again; and the ensemble is to match the season.

Consequently, spring women will look very feminine and very modest; their endeavour will be to resemble the tender spring flowers of the woods. Pale pink will be everywhere, harmonising with the pink sunshine and pink clouds of spring.

It is significant, this return to innocent and angelic shades. Women are a trifle tired of sophisticated colours and make-up, and begin to sigh for the compensation of naivete, for a little chivalry and sweet hypocrisy. They want to be idealised again.



Here is a natural after-dance frock made of fluff of fluff. The white velvet and pink silk of the dress and the white and pink of the stockings and shoes are all part of the ensemble.

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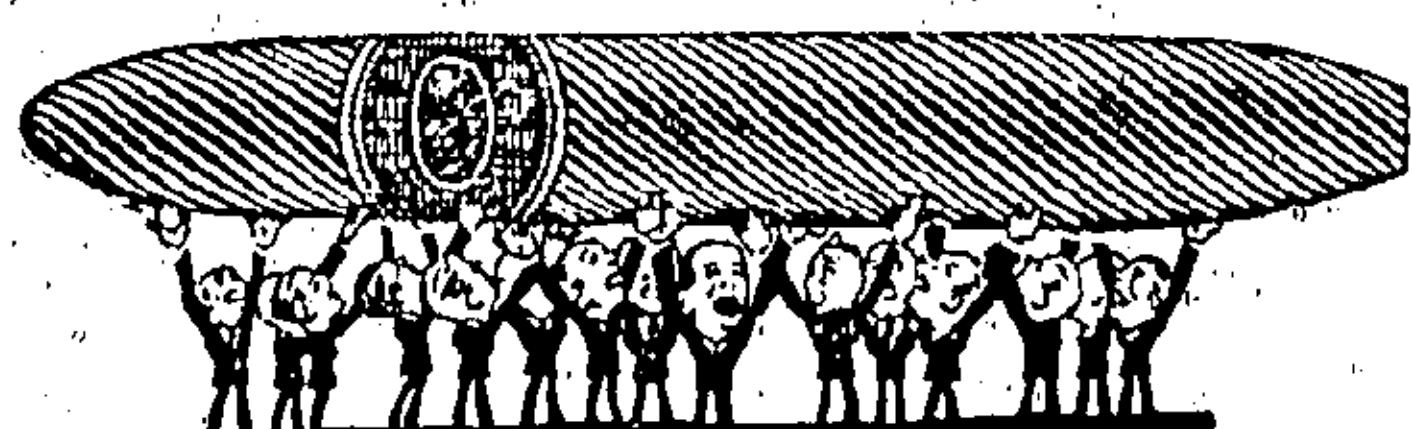
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TENNIS BALL WAR.

MANUFACTURERS' COM-
PETITION HAS-BAD EFFECT

London.—A great lawn tennis ball war is now raging between the leading manufacturers. The battle front extends from South Africa to the Riviera and throughout England. The reverberations of the fight are even being heard in the United States and Canada, while Australia is shortly expected to be drawn within the war zone.

Even players themselves are being dragged into the fray. It is by no means unheard of for a player to refuse to take part in a tournament unless the particular brand of lawn tennis ball is one which he advocates as best suited to him.

Trade wars usually have the effect of lowering prices at least temporarily. In this case, however, a remarkable feature of the conflict is that some prices have been raised. One firm which caters for a world-famous tournament has just raised its retail price from 22s. to 24s. a dozen.

The best lawn tennis balls can be sold at a profit at 13s. a dozen. One leading firm is prepared to supply any quantity to a tournament at 3s. a dozen, subject to the balls being returned after they have been used.

All the signs indicate that lawn tennis is in a sound and flourishing condition, but when a game becomes so popular as lawn tennis, there is always a danger that it may fall too much under the influence of the manufacturers.

Many players think such a stage has already been reached in lawn tennis, and that, unless determined action is taken at once it will be impossible to release the stranglehold which the trade has fastened on the game.

Apart from any question of prices the influence of the "trade," accompanied as it inevitably must be by subterranean intrigues is in the view of experienced players, having a thoroughly bad influence on the general morale of the game. They consider that it is the duty of the Lawn Tennis Association to put matters right.

GERMAN PRUDES.

A NEW BAVARIAN
SOCIETY.

Berlin.—Should the world with his wife and daughter, decide to spend a holiday in Bavaria, he would be well advised to see that their dresses are such that they will not arouse protest from the old-fashioned.

An organisation called the Bavarian National Costume Preservation Society has forwarded a communication to the Bavarian Government regarding the indecency of the clothes worn by feminine foreigners visiting Bavaria.

If this communication threatened, the Bavarian Government did not immediately announce its policy in the matter, they (the society) would take "suitable action" themselves.

Not having a Fashion Committee in Parliament, the Government referred the delicate matter to the Constitution Committee, thus showing that the problem was one of first importance.

SHORT SKIRTS BAN.

The Constitution Committee debated the matter for hours, and the speeches show that members of nearly all parties agreed with the National Costume Preservation Society that lady visitors from foreign countries (and the term Prussia and other parts of the Fatherland) did not have nearly enough material used in the making of their dresses.

Sleeveless, low-cut dresses, with short skirts, the Government representative declared, might be all right for such places as Paris, London and Berlin; but Bavaria was old-fashioned, and did not intend to allow ultra-modern foreign women to shock her feelings.

The Government, he said, would take stern action against feminine visitors who offended Bavarian susceptibilities, and gave permission to anyone whose sense of propriety might be outraged to take action on the spot against the offender.

The nature of the "action" was not defined, nor was the limit to which foreign women may go in the matter of dress they wear in Bavaria. So it will be well to go in for an unfashionable margin of safety.

HUGH FOREST REMAINS.

TREES IN GOBI DESERT.

Discovery in the Gobi desert of the remains of a huge forest of redwood trees similar to those growing on the northern coast of California was confirmed by R. W. Chaney, botanist, and member of the Roy, Chapman Andrews expedition now in America.

The redwoods in Mongolia and Siberia have been extinct for seven or eight million years, but Chaney said the evidence of them found in rock shale is unmistakable. Pieces of petrified trees are to be analysed to prove the contention that they are of the same variety of tree that is now found only in northern California and southern Oregon.

Chaney added, however, that the Asiatic discovery is not evidence of the oldest redwoods because he has found traces on the California coast of redwoods that existed ten to fifteen million years ago.

These traces are in rock shale the same as in Asia, Chaney declared, and scientists are unprepared to say just where the earliest forms of vegetable and animal life existed.

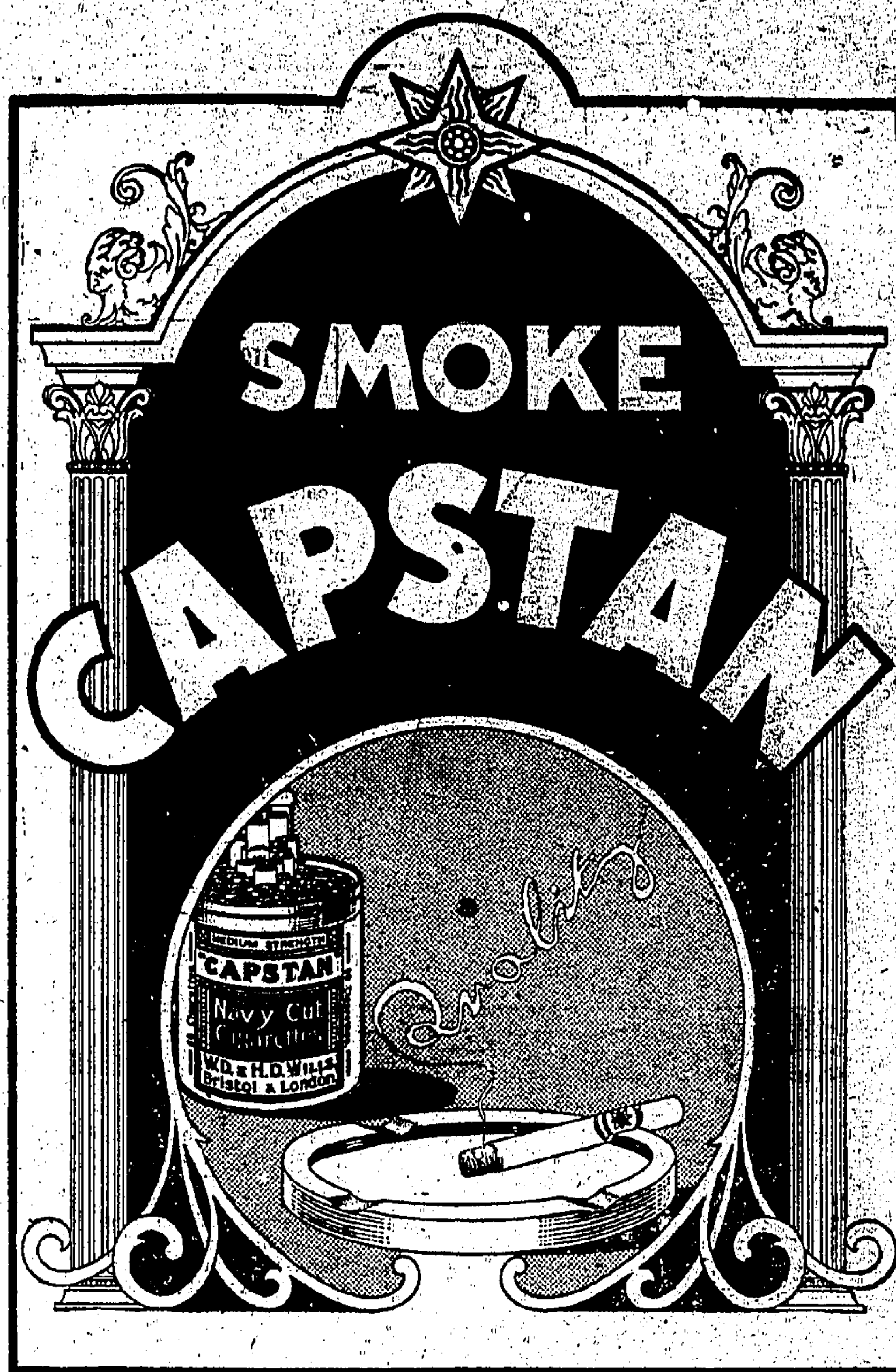
CRESIFALLEN!

£45 "CONSCIENCE MONEY"
FOR SECRET ARMORIAL
BEARINGS.

The Chancellor of the Exchequer frequently has to acknowledge in the newspapers "conscience money" anonymously sent to the Treasury by some penitent income tax dodger, and other Government departments also receive such offerings. But it is unusual for local authorities to have restitution made to them of unpaid licenses, writes a Home paper correspondent.

A few days ago £45 was received by the L.C.C. as "conscience money" in respect of armorial bearings, license duty. The annual fee for using a crest on your notepaper or your table silver, or even a signet-ring, is £1 1s.; if such an emblem appears on a carriage or motor-car it costs £2 2s. a year.

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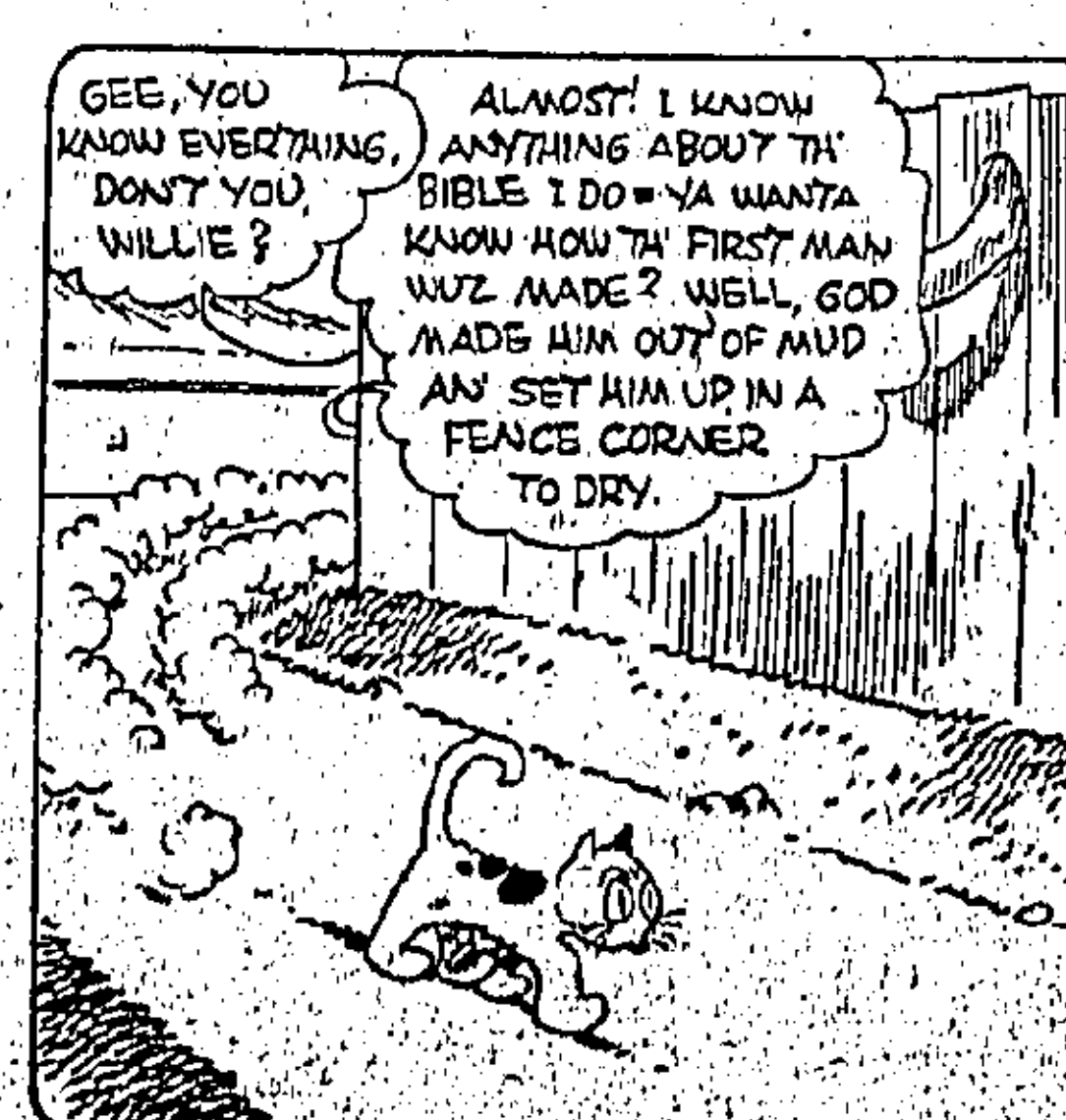
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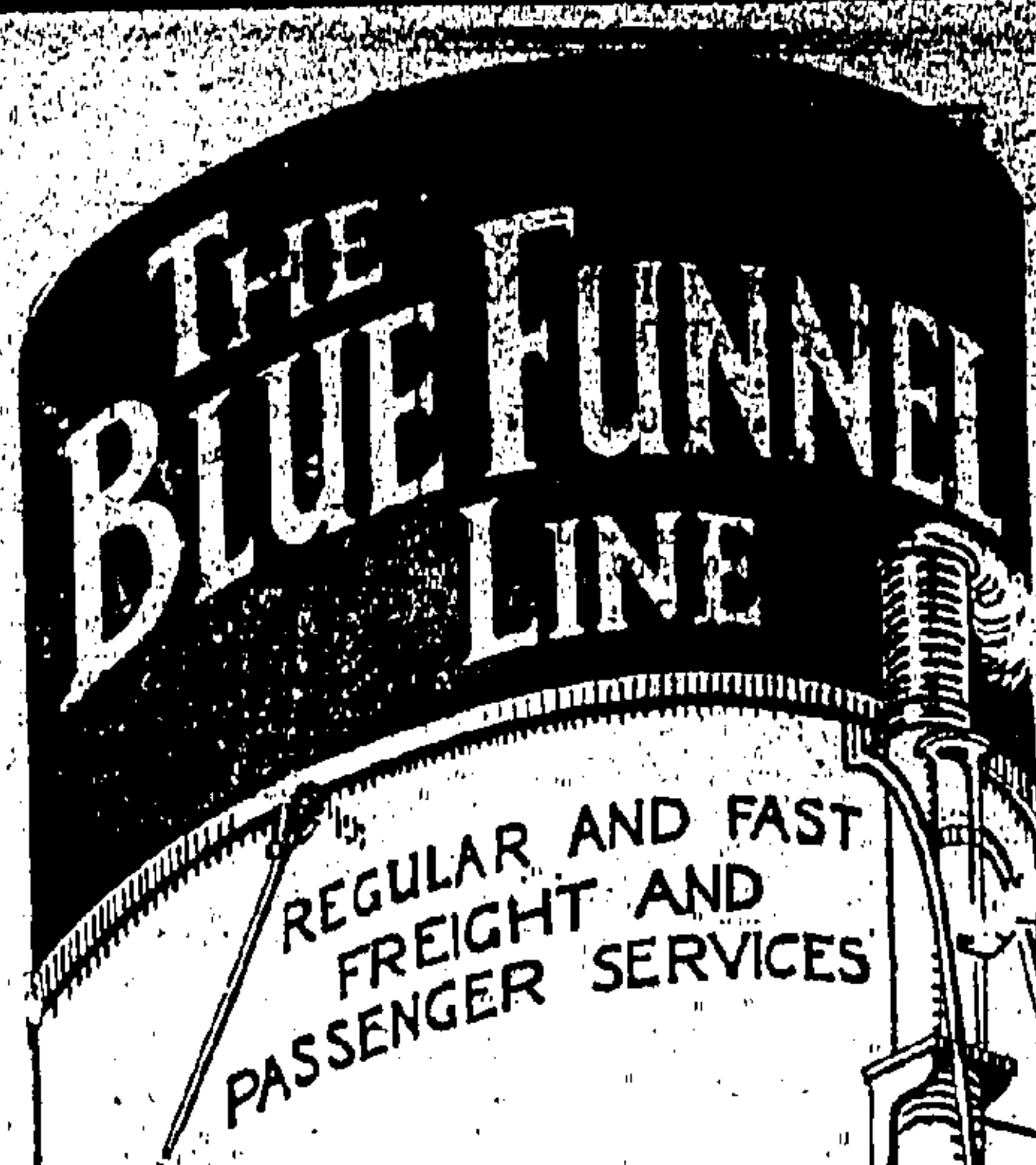


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Tjilmanoeck	Japan	1st April	2nd April	Batavia
Tjisondari	Batavia	4th April	8th April	Shanghai
Tjisaroca	Shanghai	5th April	8th April	Batavia
Tjilbeet	Dalmy	9th April	10th April	M'kar & S'baia
Tjilwong	S'baia	9th April	10th April	S'hai & Dalmy

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PROPERTY SALES.

FOUR KOWLOON LOTS CHANGE OWNERSHIP.

Talkotai Prices.

The attendance at the China Auction Rooms was very small yesterday when four Kowloon lots were offered for sale by Mr. E. V. M. R. de Sousa, the auctioneer.

The first lot offered consisted of land at Tai Kok Tsui and registered as Kowloon Inland Lot No. 181, on which is erected Nos. 91 and 93 Bremer Street. The property has an area of 1,500 square feet. The bidding was started at \$4,500 and the lot was knocked down to Mr. Chan Ying-ye for the sum of \$5,000.

The successful bidder of the second lot was Mr. Wong Pun, at the price of \$5,100, the property being two other houses in Bremer Street, erected on Inland Lot No. 187, the house numbers being 115 and 117.

Lot No. 3, consisting of Section A and B and the remaining portion of Kowloon Inland Lot No. 3,115, with four houses, known as Nos. 1, 2, 3 and 4 New Chwang Street, was sold to Mr. Chan Ying-ye for \$5,600, the upset price being \$6,000. The lot has an area of 1,603 square feet.

The final piece of land was sold to Mr. Wong Pun for \$5,000, after an initial bid of \$4,500 was made. Lot No. 4 comprises only one house, No. 11, Ki Lung Street, and is registered as Section A of New Kowloon Inland Lot No. 139, with an area of about 888 square feet.

ARMLESS ARTIST'S TRIUMPH.

PICTURES PAINTED WITH TOES.

Mr. Alexander Alexander, who although born without hands gained a considerable reputation as an artist, has died at Edinburgh.

On several occasions he had paintings hung at the exhibitions of the Royal Scottish Academy, in one year two pictures being accepted.

Since boyhood he had trained himself to hold brush or pencil with his toes.

When a valuable miniature, about one inch in size, by a famous Italian artist, was defaced, Mr. Alexander undertook the delicate work of restoration, and completed it in 12 days.

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 having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

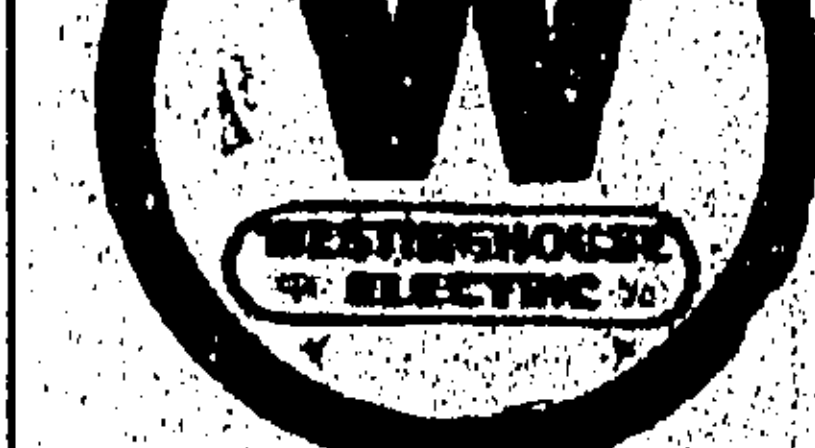
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st April 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Under-signed on or before 8th April 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

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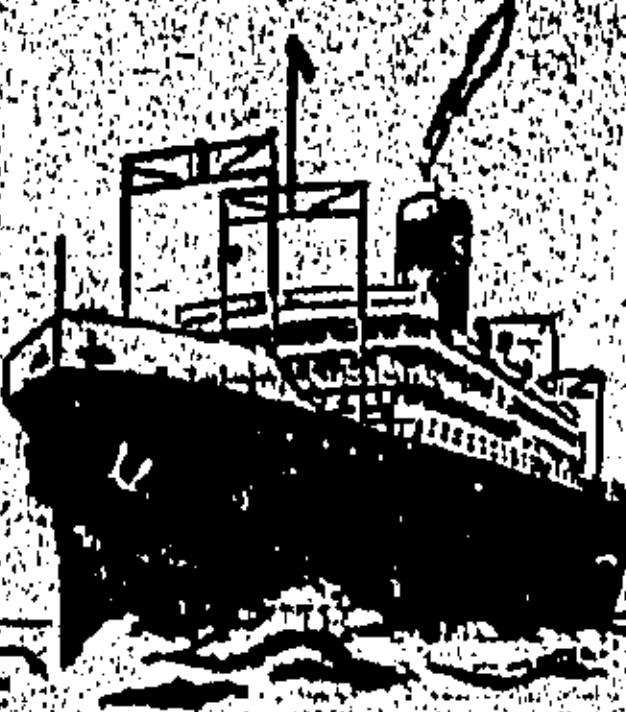


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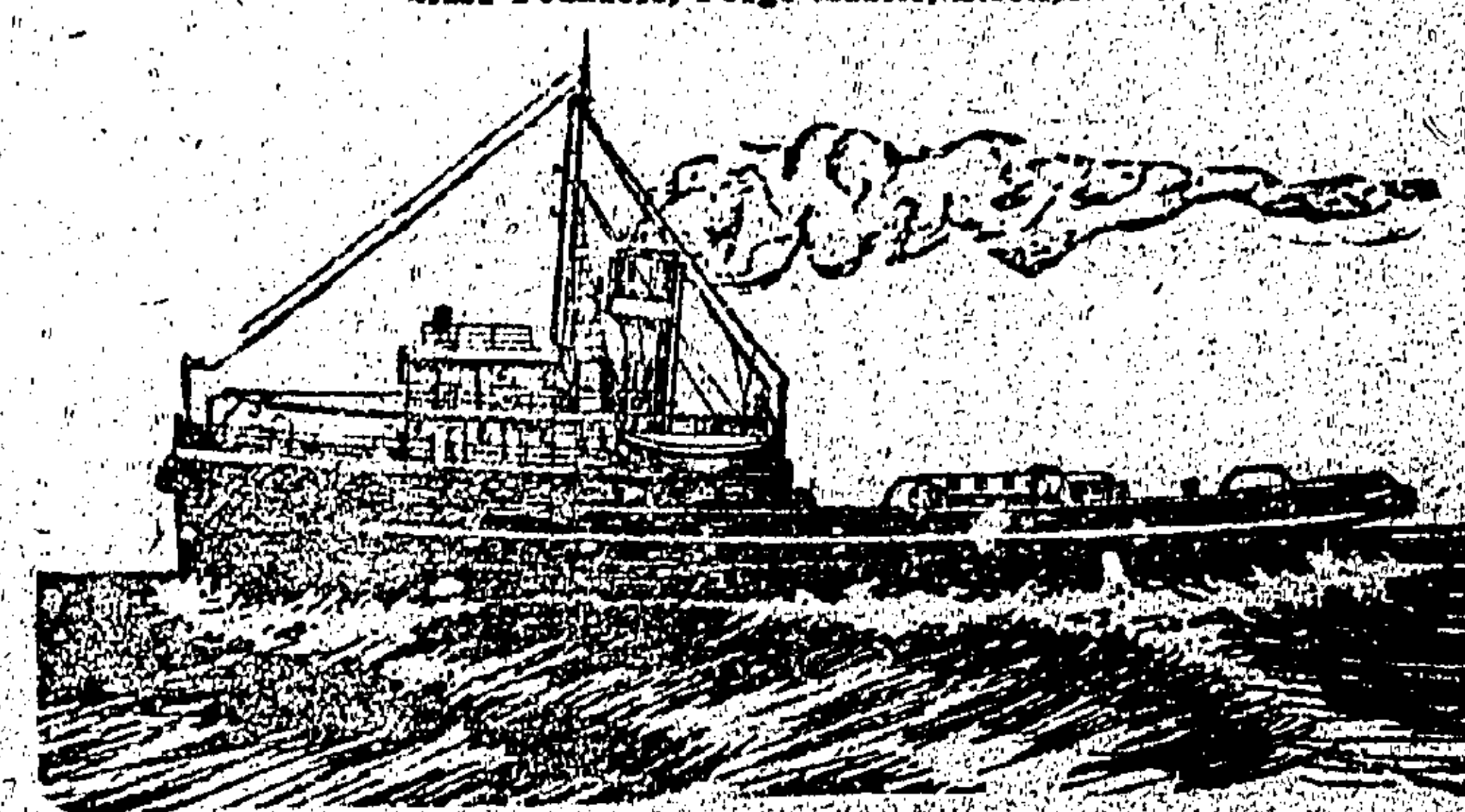
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Optional Cargo will be forwarded on unless information is received from the Consignees before 9 a.m. To day, requesting it to be landed here.

Bills of lading will be countersigned by the Under-signed Goods remaining undelivered at Wednesday, the 31st instant at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the Saturday, the 3rd April or they will not be recognised.

All damaged packages will be examined on Wednesday, the 31st instant 1926 at 10 a.m. by Messrs. Goddard & Douglas.

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C. R. MIOLLIS,
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JEYPORE	8,318	7th April	S'pore, P'ang & B'bay
LAHORE	8,252	11th April	S'pore & B'bay
DELTA	8,097	15th April	S'pore, P'ang, Obo & B'bay
DEVANHA	8,155	17th April	M'les, L'don & Antwerp
KALYAN	9,144	20th April	M'les, Valencia, L'don, Antwerp & Hull
MAEDONIA	11,069	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

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BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	4th April	S'pore, Penang & Calcutta
TULAWA	10,000	24th April	S'pore, Penang & Calcutta
TANDA	7,754	1st May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7th April	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	5th May	Island, Townsville, B'bane.
TANDA	6,958	2nd June	S'pore and Melbourne.

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SAILINGS TO SHANGHAI & JAPAN.

TULAWA	10,000	30 Mar 6 a.m.	Amoy, S'hai, Moji, Kobe & Yok.
MAEDONIA	11,069	2nd April	Shanghai, Moji & Kobe
ST. ALBANS	4,500	10th April	Moji, Kobe & Yok.
PERIM	7,648	10th April	Shanghai, Moji & Kobe
KASHGAR	9,005	16th April	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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GLENASHANE	28th Mar.	GLENAMORY	7th April
GLENAPP	1st April	GLENASHANE	11th April
CARMARTHENSIRE	17th April	GLENASHANE	4th May
GLENBEG	29th April	CARMARTHENSIRE	1st June
GLENSANDA	16th May	GLENASHANE	11th June

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TAIPING	17th March	26th March
CHANGTE	27th March	23rd April
TAIPING	19th May	26th May
CHANGTE	16th June	22nd June

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S.S. "CITY OF RANGOON"	via Suez Canal	27th Mar.
S.S. "CAI CHAS"	via Suez Canal	9th Apr.
S.S. "LANGTON HALL"	via Suez Canal	23rd Apr.

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KOREA MARU (Omit N'saki & Hono) ... Tuesday, 6th Apr.

SHINYO MARU ... Wednesday, 21st Apr.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama

ANYO MARU ... Wednesday, 14th Apr.

BOKUYO MARU ... Saturday, 29th May.

SEATTLE & VANCOUVER via Shanghai & Japan ports

SHIDZUOKA MARU ... Wednesday, 31st Mar.

YOKOHAMA MARU ... Thursday, 15th Apr.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

FUSHIMI MARU ... Saturday, 27th Mar.

HAZOKAZI MARU ... Saturday, 10th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

AXI MARU ... Wednesday, 21st Apr.

MISHIMA MARU ... Wednesday, 19th May.

NEW YORK and/or BOSTON ... NAMA.

LIBON MARU ... Monday, 5th Apr.

TSUYAMA MARU ... Saturday, 24th Apr.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Friday, 23rd Apr.

BOMBAY via Singapore & Colombo.

TOYOOKA MARU ... Monday, 29th Mar.

YAMAGATA MARU ... Saturday, 16th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Tuesday, 30th Mar.

TOTTORI MARU ... Thursday, 8th Apr.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 23rd Apr.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU ... Monday, 29th Mar.

HARUNA MARU ... Monday, 5th Apr.

TOKUJIMA MARU ... Friday, 9th Apr.

WAKASA MARU ... Saturday, 10th Apr.

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M.V. "VIMINALE" ... Sails about 5th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 29th Mar.

S.S. "ROSANDRA" ... Sails about 12th Apr.

S.S. "FIUME-L" ... Sails about 3rd May.

M.V. "VIMINALE" ... Sails about 31st May.

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PAUL LECAT			13th Apr.
AMBOISE	26th Feb.	30th Mar.	27th Apr.
ANGERS	12th Mar.	13th Apr.	11th May
AMAZONE	26th Mar.	27th Apr.	25th May
D'ARTAGNAN	9th Apr.	11th May	8th June
ANGKOR	23rd Apr.	25th May	22nd June

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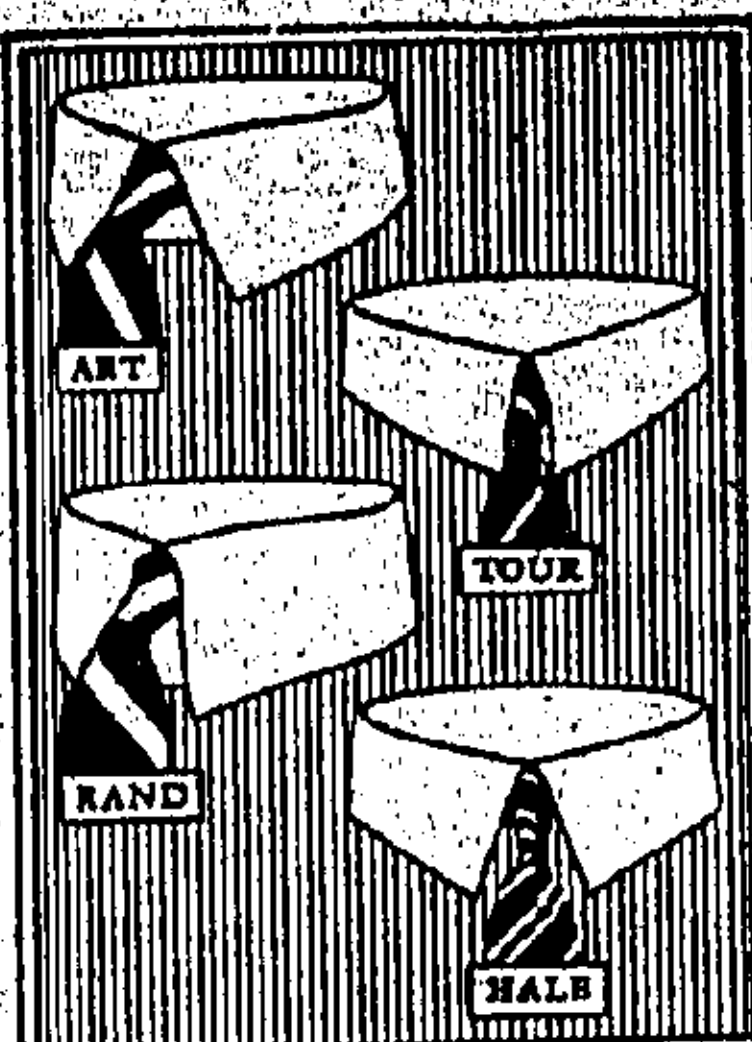
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THE SPIRIT OF CO-OPERATION.

HOW CHINA CAN BE SAVED.

"The spirit of co-operation on the part of all the foreign powers, as reflected in the Washington Disarmament Conference, should prevail more in China, rather than the spirit of competition, which is implied within the principles underlying the policy of the Open Door in China."

This is the conclusion arrived at by Colonel Birch Helms, of Blair & Company, international bankers of New York, after a study of conditions in China and Japan over the period of one year.

Colonel Birch Helms is passing through the Colony on his way to Singapore on the s.s. Fushimi Maru.

The Open Door Policy has served a most helpful purpose in the past by preserving the integrity of China, he says, but its efficiency might be questioned to-day. It was promulgated for the purpose of preventing foreign spheres of influence in China and to give all nations an equality of opportunity to do business throughout the Celestial Empire.

However, to-day, the militarists and the Bolsheviks have established spheres of influence throughout China, which are affronting the foreign powers while the equality of opportunity to do business may develop into an equal opportunity for foreign Powers to sacrifice their soldiers and sailors in defence of their nationals resident on Chinese soil.

The Open Door policy has become a diplomatic anachronism. Under the conditions prevalent in China to-day it is just a pretty figure of speech used to the best advantage in campaign platforms as a kind of political metaphor. In the past it has been a most valuable international doctrine, but it fosters competition among the Powers rather than co-operation as reflected in the Washington Conference Treaties.

A Big Problem. The Chinese problem is the most stupendous question confronting the foreign Powers to-day. Modern world development and communication will not permit any nation to work out its own self destruction. The interdependence of industry, finance, commerce, education, culture and science make us all close neighbours. We live more in an age when we must exist for each other and not for ourselves alone. The Chinese people are very wonderful in many ways, but to-day to the dirt and disease of primitive China are being added disorganization, dishonesty and decay.

However, Asiatic problems must be solved more in the future through Asiatic eyes than as has been the case in the past purely from a western viewpoint. Since last May the Western has come to learn that no problem in the Orient can be solved without a sympathetic regard for the intrinsic rights of the Oriental. This factor has been a predominant feature of all attempts of the foreign Powers to settle their differences with the Chinese at the present time. But coupled with this sympathy must go firmness, which is the result of co-operation of all the foreign Powers, but principally Japan, Great Britain and the United States.

A firm hand in China can only come by these three nations working hand in hand as they are now doing in Peking and as they did recently through the custom authorities at Canton. Bitter competition among all the Powers should be supplanted by a deep and sincere desire for co-operation in all matters relating to the good of China.

There is no one either in the West or the East who is not anxious to see China become a well ordered, well governed and prosperous country. Just as it is supposed to have been the custom of the Asiatic to play off one foreign country against another foreign country so have the foreigners played off the Asiatics against each other. Bitter experience should indicate that co-operation between Asiatic and Westerner is the best policy. This spirit of co-operation was born at the Washington Conference and should be encouraged to grow.

CHINESE WITNESS AND SPECTACLES.

INTERLUDE IN THE WING ON CASE.

Further evidence, almost marking the completion of the case for the defence, was taken in the Wing On case at the Central Magistracy yesterday.

At the morning hearing, the witness who previously had given evidence for the prosecution dealing with a power of attorney made in his favour in the action of the defendants against the Wing On Co., was closely cross-examined by Mr. G. K. Hall Brutton, representing the third defendant.

Yesterday a further charge, the twenty-second, was put in against the two existing defendants, and also against the other defendant who absconded early in the police court proceedings after he had been allowed bail in \$20,000.

The further charge was one of conspiring together between August 1, 1923 and February 1, 1926 to institute and proceed in a civil suit against the Wing On Company Ltd., with intent thereby to settle the of, or judgment in, to fraudulently obtain \$50,000 and interest.

The Power of Attorney.

Under cross examination by Mr. Hall Brutton, the witness referred to, who at one time was employed in a solicitor's office, said that there was to be no joint attorney. He also spoke of a visit to Mr. Hall Brutton's office in connection with the action, and said that proved that he had the conduct of the action against the Wing On Co.

At one stage of the cross examination, witness was asked why he did not give his answers in English as he understood the language perfectly well.

Mr. Lindell remarked that he could not insist on a Chinese witness using English.

Witness was also questioned about his present position and means of living, and said that he was unemployed but owned 50 or 60 houses at Stanley. He denied trying to borrow \$2,000 from either the first or third defendants shortly before the institution of the proceedings.

Insufficient Finances.

Further questioned about the power of attorney witness said he was told to wait until the defendants had sufficient money to finance the action before he took further steps.

Mr. Hall Brutton; Strange when, according to your story, they had drawn \$50,000 from the Wing On Co.

At the afternoon proceedings witness referred to a bank which had been swindled out of \$70,000 and when Mr. Jenkin rose to re-examine and asked for the name of the case, Mr. Hall Brutton objected.

He said the prosecution was trying to throw mud at one of the defendants in something which did not arise in the present case. He had not touched on the character of the witness, but the prosecution was trying to touch on the character of one of the defendants on another matter.

Mr. Jenkin was allowed to ask the question and witness replied that it was the Tai Wo case.

The Use of Spectacles.

The printer of the deposit books was further cross examined by Mr. Hall Brutton, and the question arose of the witness using his glasses to examine the exhibits.

He was enjoined to keep his glasses on, and Mr. Jenkin remarked that at a previous hearing the witness had been afraid to use his glasses for fear of displeasing the magistrate.

Mr. Lindell mentioned the old Chinese custom in connection with spectacles being used before a superior person.

At the close of the afternoon session Mr. Lindell said that a prima facie case was being made out against the defendants, and he asked the defence if they intended to call evidence in that Court to try and break down that prima facie case without going to another court.

Mr. Hall Brutton and Mr. Leo D'Almeida intimated that they proposed calling evidence in that Court as they thought they could break it down.

The case was adjourned until Monday.

CORRESPONDENCE.

PATRIOTISM.

[To the Editor of the Hongkong Telegraph.]

Sir,—I have read with interest the letters you have published on Patriotism, and find myself in disagreement with both Mr. Remedios and "Digger." The former is obviously a disciple of the flag-waving Brigade, and the latter one of those typical happy-go-lucky, free and easy Australians. A wonderful race, but not nearly as independent and casual as they love to profess. The soundest form of patriotism is not standing in an "unnatural attitude" of Militaire during the rendering of a National Anthem, but in putting one's King and Country first and foremost in every phase of everyday life. Some people who stand to attention so rigidly whenever "The King" is played, adopt a pathetically uneasy stand if their patriotism be tested at the expense of their pocket.

I do, however, agree with "Digger" when he suggests that the National Anthem should be played at the beginning of a show. Regarding his statement that Australia is intensely patriotic, there is no reason for any other part of the Empire to take second place to her. Even although her excellent army of one half of a million men were volunteers, it was entirely on account of the fact that the people voted against conscription when the referendum was taken. Had a similar procedure been adopted in England, it is natural to assume that a similar vote would have been recorded. Australia has never had a referendum on the question of the compulsory military training of her youth, otherwise this form of conscription might also receive a negative vote. Australia fought like other Colonies because she had the sense to realise that it would not be fair to expect England to fight for the British Empire alone. —Yours, etc.,

PATRIOT.

Hongkong, March 27th, 1926.

CAPT. H. V. WOON v. CHAN LIM-PAK.

Sir,—Our client, Mr. Chan Lim-pak, has called our attention to the report appearing in your issue of yesterday's date of his evidence in which you state that our client "examined by Mr. Sheldon said that he was formerly head of the Canton Merchants' Volunteer Corps under General Chan Kwong-ming." Our client states that he never used the words "under General Chan Kwong-ming" and to the best of our recollection we agree with him that these words were not used, and we shall be glad therefore if you will publish a statement making the necessary correction.

Our client was the Commandant of the Canton Merchants' Volunteer Corps which was a volunteer organization got together by the merchants in Canton for their own protection against bandits and the like, but this corps had no connection at any rate at that time with General Chan Kwong-ming or any other general. Our client in fact left Canton sometime in 1923 and has not been back, we believe, since—Yours, etc.,

HASTINGS, DENNIS & BOWLEY.
Hongkong, March 26th, 1926.

Heavy seas and continuous rain is reported by vessels arriving from Shanghai.

But for the frigid temperature of 50 degrees below zero which the American airman, Lieut. J. A. Macready, experienced at an altitude of 30,000ft. when he attempted to break the height record, he might, perhaps, have succeeded. He should make his next attempt in the Arctic next summer. All over the world temperature falls fairly uniformly with increasing height; but while in the tropics the fall continues until an altitude of 55,000ft. is reached, and in the temperate zone as high as 40,000ft. at the Poles the mercury ceases to fall at an altitude of about 12,000ft. In July above the Arctic coasts of North America the lowest temperature would be about 45 degrees below zero at 26,000ft. as against 60 degrees below zero in Europe and the United States at 39,000ft. and 90 degrees below zero near the equator at 55,000ft. Clearly the Arctic is the place to attempt a height record of 30,000ft.

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A Farewell Performance

OF

"No, No, Nanette"

Booking Star and Moultie's.

WEDDING GIFTS BANNED.

Wedding gifts have been banned by the Governor of Constantinople, says a Central News message from Paris, quoting a dispatch to The Tribune.

This is part of a measure restricting expenditure on weddings.

The governor has thus achieved sudden popularity with fathers of marriageable daughters. His object is to encourage marriages and prevent waste in a time of economic distress. Elaborate and picturesque ceremonies which used to accompany Turkish weddings have been entirely banned.

days the bride's father kept a house for a week. The wedding feast must now not last longer than one day, and not more than five carriages or motor cars follow in the procession accompanying the bride to her home.

Many things have been banned recently in Turkey, including Polygamy, Breach of promise trials, Speaking in a foreign language in public, Wearing of the fez, Sea-bathing by native Turks, and Burying the dead in the streets. These measures have been taken to encourage marriages and prevent waste in a time of economic distress.